ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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BOARD MEETING NOTICE

Thursday, July 27, 2006, 3:30 p.m.
CMA Board Room
1333 Broadway, Suite 220
Oakland, California 94612
(see map on last page of agenda)

Chair: Councilmember Larry Reid
Vice Chair: Supervisor Scott Haggerty

Executive Director: Dennis R. Fay
Secretary: Christina Muller

AGENDA

Copies of Individual Agenda Items are Available on the CMA's Website

1.0	**ROLL CALL**	**Confirm Quorum**	**3:30 p.m.**
2.0	**PLEDGE OF ALLEGIANCE**		
3.0	**PUBLIC COMMENT**		

Members of the public may address the Board during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the CMA Board. Anyone wishing to comment should make his or her desire known to the Chair.

4.0	**CHAIR'S/VICE-CHAIR'S REPORT**	**Information/Action**	**3:35 p.m.**
5.0	**EXECUTIVE DIRECTOR'S REPORT* (page 1)**	**Information/Action**	**3:40 p.m.**
6.0	**CONSENT CALENDAR**	**Approval**	**3:45 p.m.**

6.1 Meeting Minutes June 22, 2006* (page 45)
6.2.1 Financial Reports: June 2006* (page 51)
6.2.2 Quarterly Investment Report* (page 57)
6.2.3 Quarterly SBE, LBE and DBE Report* (page 59)

Consent Items recommended by the following committees:
6.3 Plans & Programs Committee
6.3.1 East Bay SMART Corridors Program: Alameda County Incident Management Project * (page 63)

It is recommended that the CMA Board approve a change in the implementation plan for the Alameda County Incident Management project. The CMA at its May 25, 2006 meeting approved an implementation plan that included project administration and implementation by the CMA, and provided the required local match of $153,129 to the Alameda County Fire Department (ACFD). ACFD is now requesting to directly administer and implement the project.

6.3.2 CMA Capital Expenditure Program (CEP): Quarterly Status Report* (page 67)

It is recommended that the CMA Board review and accept the attached Capital Expenditure Program (CEP) Report. This report provides an update on the status of capital projects that are being implemented by the CMA, as well as other projects in Alameda County that may be of interest to the CMA Board. This report is presented to the CMA Board on a quarterly basis to keep the Board updated on the delivery status of CMA sponsored projects.

6.3.3 Transportation Fund for Clean Air (TFCA): Quarterly At Risk Report* (page 69)

It is recommended that the Board review and approve the attached Quarterly At Risk report for local projects programmed in the Transportation Fund for Clean Air Program.

6.3.4 CMA Exchange Program: Quarterly Status Report* (page 75)

It is recommended that the CMA Board review and approve the attached Quarterly Status report for local projects programmed in the CMA Exchange Program.

6.3.5 Transit Oriented Development Quarterly Report* (page 77)

It is recommended that the CMA Board review and accept the attached Transit Oriented Development (TOD) Quarterly Fund Monitoring Report and status of TOD projects. The report provides project and funding status of eight Transit Oriented Development projects identified in the Countywide Transportation Plan: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, and Warm Springs.

6.3.6 RideNow Pilot Project: Evaluation Report* (page 83)

It is recommended that the CMA Board (1) terminate the CMA's involvement in the RideNow program, (2) accept the recommendations in the attached Executive Summary from the RideNow Evaluation Report, including an additional recommendation made by the Plans and Programs Committee to request MTC to consider ridesharing programs in areas outside the Bay Area region that contribute to congestion in the Bay Area, and (3) work with MTC to incorporate the results of the program into regional ridesharing and TDM services if appropriate. The full report was mailed to the Board with the Plans and Programs agenda.

6.4 Administration & Legislation Committee

6.4.1 I-580 Springtown Soundwall (RM2 Project 32.3): Approval to Advertise for Construction* (page 99)

It is recommended that the CMA Board Authorize the Executive Director, or his designee, to advertise the construction of the I-580 Springtown Soundwall. The project is part of the I-580 Corridor Improvements. Award of this contract is scheduled for action by the Board in September. Project costs will be reimbursed through existing corridor funds.

6.4.2 I-580 Traffic Management Plan/Advance Elements (RM2 Project 32.2): Approval to Advertise for Construction* (page 101)

It is recommended that the CMA Board Authorize the Executive Director, or his designee, to advertise the construction of the I-580 TMP/Advance Elements Project. The project is part of the I-580 Corridor Improvements. Award of this contract is scheduled for action by the Board in September. Project costs will be reimbursed through existing corridor funds.

6.4.3 I-580 Traffic Management Plan/Advance Elements (RM2 Project 32.2): Award of Long Lead Material Procurement Contract* (page 103)

On June 21st the CMA advertised a contract for the Long Lead Material Procurements Contract for the I-580 Traffic Management Plan (TMP)/Advance Elements Project. Bids will be opened on August 2nd, 2006. It is recommended that the CMA Board delegate award authority as follows:

1. If multiple bids are received, the lowest bid is responsive and responsible, and the low bid amount is within existing budget authority, the Board authorizes the Executive Director, or his designee, in consultation with the Chair or Vice-Chair, to award the contract.
2. If a single bid is received, the Board authorizes the Administration and Legislation Committee (ALC) to award the contract at the ALC meeting on September 11, 2006.

All project costs will be reimbursed through existing corridor funds.

6.4.4 I-680 Smart Carpool Lane: Project Controls and Delivery Authorization* (page 105)

It is recommended that the CMA Board authorize the Executive Director to execute a professional services contract for project controls and delivery services for the I-680 Smart Carpool Lane in an amount not to exceed $400,000 covering a two year period. Funding for the existing contract is expected to be exhausted in October 2006. Sufficient lead time is needed to comply with federal procurement requirements and a pre-award audit by Caltrans. The new contract will be funded by a federal grant (80%) and a local match from ACTIA (20%).

6.4.5 Grand/MacArthur Transit Signal Priority Project: Amendment to AC Transit Agreement* (page 107)

It is recommended the CMA Board:

1. Authorize the Executive Director to execute Amendment No.2 to the agreement with AC Transit for the Grand/MacArthur Transit Signal Priority project to increase the amount of AC Transit contribution by $537,424 to implement components of the projects discussed in the attached memo.
2. Authorize the Executive Director to execute and/or amend the agreements required to implement these additional improvements.

6.4.6 Transportation Management Center /Incident Management* (page 109)

The CMA has been working in partnership with the East Bay SMART Corridors project partners in the implementation of a Transportation Management Center (TMC) that would be connected to various Transportation Management Centers at state and local agencies. It is requested that the CMA Board:

1. Authorize the Executive Director to negotiate and execute the necessary agreements with Caltrans to receive federal funds, and with the participating agencies for deployment of the project.
2. Authorize the Executive Director to negotiate and execute agreements including amending existing contracts for the consultant services, procurement, and with the necessary contractors for implementation of the project.

Funding for this project will be provided through existing federal grants.

6.4.7 Tri-Valley Triangle Study: Amendment to Consultant Contract* (page 111)

It is recommended that the Board approve an amendment to the Parsons Transportation Contract to increase the current budget from $587,635 to $617,635, an increase of $30,000, for supplemental work requested by the City of Pleasanton. The City of Pleasanton requested that a second hybrid alternative be evaluated as part of the Tri-Valley Triangle Study and agreed to pay for the evaluation. There is no additional cost to the CMA.

*** END OF CONSENT ITEMS ***

7.0 PLANS & PROGRAMS COMMITTEE REPORTS Information/Action 3:50 p.m.

7.1 State Infrastructure Bond Package

7.1.1 Transportation Bonds: Overall Strategy* (page 113)

At the June meeting, the Committee considered an overall strategy for selecting candidate projects taking into consideration other funding that will be available to the CMA. The Committee also reviewed candidate projects that had been submitted. It is recommended that the CMA approve the attached overall strategy for selecting projects for the bond program, the STIP and CMA TIP.

7.1.2 State Infrastructure Bond: TOD and Infill Policy for Regional Planning, Housing, and Infill Incentive Account* (page 123)

It is recommended that the Board adopt the following policy for the $2.8 billion affordable housing state infrastructure bond: "Transit Oriented Development and infill are high priorities for Alameda County. The housing bond measure should provide funding for Transit Oriented Development projects identified in the Alameda Countywide Transportation Plan and the Regional Transportation Plan." The bond is part of a $37.3 billion bond package that will be placed on the November ballot.

7.2 Congestion Management Program: 2006 LOS Monitoring Report* (page 125)

It is recommended that the Board: 1) review and accept the attached Executive Summary of the 2006 Level of Service Monitoring (LOS) on the CMP Roadway network; and 2) authorize a review of the roadway segmentation as part of the next CMP update with the goal of developing new segments to better reflect traffic conditions (new segments would nest within the old segments in order to evaluate any trend over time). Data collection was completed for both morning and afternoon peak periods on all segments as of June 14, 2006. Comments on the 2006 LOS Monitoring results were due to the CMA by July 14, 2006. The completed report including the graphics will be distributed in September.

7.3 Countywide Bicycle and Pedestrian Plans* (page 185)

The ACCMA developed the first Countywide Bicycle Plan in 2001 and has led the development of the 2006 Plan Update. ACTIA led the development of the first Countywide Strategic Pedestrian Plan and Toolkit for Improving Walkability in Alameda County. The two agencies coordinated their work on these Plans to ensure that the Plans work together and complement each other. At the request of the Plans and Programs Committee, ACCMA and ACTIA staffs have prepared the attached presentation on how the Countywide Bicycle Plan and the Countywide Pedestrian Plan overlap and interface. Both Plans will be brought to both the ACCMA and ACTIA Boards for approval at their September meetings. Both agencies will also release a Coordinated Call for Projects for Regional Bike and Pedestrian Program, TFCA, and Measure B funds in September. Copies of Draft Bicycle Plan Chapters 3 and 5 and the Draft Pedestrian Plan and Toolkit for Improving Walkability are attached for Board members only.

8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS Information/Action 4:15 p.m.

8.1 FY 2006-07 Budget Update* (page 197)

Since the original budget was adopted in March 2006, the CMA has taken on new projects and changes have occurred to the schedule of projects. It is recommended that the Board approve the revised budget. *Note: 18 affirmative votes required.*

8.2 State Infrastructure Bond Package* (page 203)

It is recommended that the Board support Propositions 1A - Proposition 42 fix, 1B – Highway Safety, Traffic Reduction, Air Quality, Port Security Bond Act of 2006, and 1C – Housing and Emergency Shelter Trust Fund Act of 2006.

9.0 OTHER BUSINESS

10.0 ADJOURNMENT 4:20 p.m.

* Attachment enclosed for members and key staff.
** Materials will be handed out at the meeting.
(#) All items on the agenda are subject to action and/or change by the CMA Board. Times for agenda items are approximate.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND

NEXT MEETINGS
THURSDAY, September 28, 2006; 3:30 PM; CMA Board Room, Oakland
THURSDAY, October 26, 2006; 3:30 PM; CMA Board Room, Oakland
THURSDAY, November 30, 2006; 3:30 PM; CMA Board Room, Oakland

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MEMORANDUM

July 27, 2006
Agenda Item 5.0

DATE: July 19, 2006

TO: Congestion Management Agency Board

FROM: Dennis R. Fay, Executive Director DRF

SUBJECT: EXECUTIVE DIRECTOR'S REPORT

Personnel
The following new staff member has been hired as authorized by the Board:
- Gladys Parmelee, Administrative Assistant

Correspondence
We have received the attached letters to the Board in the past month from Robert Allen concerning several matters, Caltrans in response to letters from Robert Allen, the Oakland Chamber of Commerce supporting Propositions 1A and 1B and supporting several projects for consideration for funding with Infrastructure Bond proceeds, and the San Joaquin COG supporting our submittal of the I-880/I-238/I-580/I-205 corridor for the National Strategy to Reduce Congestion.

Sacramento Report
I have attached a report from the CMA's Sacramento representative.

Washington, DC Report
I have attached a report from the CMA's Washington, DC representative.

CMA Exchange Program – Status Report
The CMA has received a total of $42.3 million in payments from exchange project sponsors.

State Infrastructure Bonds
Several Regional and Statewide Workshops have been held to discuss both policy and procedures related to the development of the candidate projects for the State Infrastructure Bonds. The Bay Area CMA Directors have met and have developed a recommended approach to be used in development of project lists. The CTC has hosted a workshop in June to provide an overview of the proposed process and schedule. The CTC is forming several working groups with participation from local transportation agencies to assist in the development of guidelines and programming policies. The draft guidelines for the Corridor Mobility Program are

anticipated to be available at the October CTC meeting. A more detailed description of the CTC Workshop can be found in Agenda Item 7.1.1.

Status of Corridor Studies/Projects

I-580 TMP Project – This initial component of planned corridor improvements will implement key elements of a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, in the Tri-Valley area. The TMP project will assist with traffic management during construction of the I-580 improvements and provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program. It will also provide infrastructure capability to local and regional transit providers to allow transit signal priority (TSP) for express bus routes to be implemented on existing local routes between downtown Livermore and Dublin/Pleasanton BART during construction of the EB Interim HOV project, as well as on the EB HOV route when the facility is complete. A cooperative agreement with Caltrans was drafted and is being routed for final signatures. In June, the CMA's design consultant submitted environmental documentation, a combined Project Study Report and Project Report, and 100% PS&E to Caltrans for review and approval. Upon receipt of a construction funding allocation from MTC anticipated at their July meeting, the project will be ready for advertisement by the CMA in August 2006. This project is being developed as an element of the RM2 I-580 Tri-Valley Corridor Improvements.

I-580 Livermore Soundwall Project – This component of planned corridor improvements will construct a soundwall along the north edge of I-580 just east of First Street in Livermore. Caltrans previously prepared the environmental clearance and design documents as a STIP project, but did not have sufficient funding to proceed. The CMA will assume responsibility for completing the final design package and constructing the improvements. The CMA's design consultant is updating the design package to meet current requirements. Upon receipt of a construction funding allocation from MTC anticipated at their July meeting, the project will be ready for advertisement by the CMA in late summer 2006 as an encroachment permit project. This project is being developed as an element of the RM2 I-580 Tri-Valley Corridor Improvements.

I-580 EB Interim HOV Lane Project – This project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. Caltrans has almost completed the compliance review of the administrative draft of the environmental document and has forwarded the document to FHWA for review. The document will be available for public comment following the compliance review. Preliminary engineering and at-risk design are progressing concurrently. Comments on the 35% PS&E submittal have been received from Caltrans and incorporated; a 95% submittal to Caltrans was made in July, with completion of the preliminary design scheduled in early fall 2006. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the project. The CMA is working with Caltrans to combine a planned $20M pavement overlay within the project limits. Construction is anticipated to be administered by Caltrans and to begin in Fall 2007. This project is being developed as an element of the RM2 I-580 Tri-Valley Corridor Improvements.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The traffic modeling scope and assumptions to be used have been reviewed and approved by Caltrans and FHWA; the consultant team is proceeding with traffic modeling. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also evaluate ultimate HOV movements and update the master buildout plan for the I-580/I-680 interchange. A cooperative agreement between the CMA and the State is currently being negotiated. The PSR is anticipated to be completed in early 2007. This project is being developed as an element of the RM2 I-580 Tri-Valley Corridor Improvements.

I-580 WB Auxiliary Lane Project – In cooperation with ACTIA, the CMA is taking the lead as the implementing agency for this project. The project consists of two westbound I-580 auxiliary lane segments as follows: a) Airway Blvd. to Fallon Rd., and b) Fallon Rd. to Tassajara Rd. The CMA is currently reviewing the environmental clearance status of these segments. The project is fully funded by ACTIA Measure B. The CMA and ACTIA have executed agreements necessary to establish project delivery roles and are proceeding with work in accordance thereto.

I-680 HOV Lane Project – Sound wall Construction – The project is complete. Caltrans accepted the job in late March. A final project report will be presented to the CMA Board in September. The project is one of the components of the overall I-680 corridor improvements.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans on the design of this project, with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the Smart Lane components. Construction funds are programmed in the STIP for FY 2007/08.

I-680 Smart Carpool Lane Project – Comments on the 35% engineering have been received from Caltrans and will be incorporated in the 65% engineering. The Systems Engineering Management Plan has been finalized. One proposal was submitted in response to the RFP for Public Education and Marketing. Work on the PS&E Co-operative Agreement continued.

I-680/I-880 Cross Connector Project – The ACTIA Board approved the transfer of sponsorship of the I-680/I-880 Cross Connector Project from the Santa Clara Valley Transportation Authority to the Alameda County CMA. The ACTIA program will provide $940,000 in Measure B funds for the development of a Project Study Report for projects identified in the recently completed Cross Connector Study in the Fremont/Grimmer Blvd Corridor. Staff is in the process of completing the necessary agreements with ACTIA and negotiating a consultant contract for the project.

I-580 Sound Wall Design – San Leandro and Oakland - The ACCMA Board approved CMA TIP funds for the design phase of soundwall projects in San Leandro and Oakland along I-580 in December. A design team has been selected. The CMA Board has approved the replacement of STIP funds with federal funds for the construction phase of the project. The CTC delayed consideration of this request at the April CTC meeting. CMA staff will request the CTC consider the amendment at the September CTC meeting.

Tri-Valley Triangle Analysis – The Policy Advisory Committee held a workshop on June 30th and selected two hybrid alternatives for further study. The PAC will meet in September to learn the results of the evaluation.

I-880 Corridor North –This project is primarily funded with RM 2 funds and will provide operational and safety improvements to northbound I-880 at 29th Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts of the project. The CMA's consultant team of Korve/RBF is performing the project development work. A Preliminary Environmental Assessment Report (PEAR) has been prepared. Technical studies are being prepared.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 Corridor to determine what transportation strategies make the most sense and when they should be implemented. Development of the micro-simulation model was delayed. Caltrans has acquired additional funding and extended the contract. The Project Team will be meeting to discuss a revised schedule.

Ardenwood Park & Ride Lot Project – This project currently proposes to acquire a 3-acre site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 300 new parking stalls for commuters. Originally a 1-acre project funded solely by Regional Measure 2 (RM2), the currently proposed 3-acre project funding plan now includes ACTIA express grant funds and additional RM2 funds. The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. The environmental document for the 1-acre project was approved in late 2005, but will need to be revisited and updated to cover the proposed 3-acre project. A contract for design services has been awarded to Korve Engineering. The CMA's ROW consultant has completed a preliminary appraisal, and has tentative agreement with the owner of the 3-acre site for a friendly acquisition process. Right of way acquisition activities will continue concurrently with the design phase.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – VTA temporarily withdrew from the FTA New Starts process and is working with FTA on the travel forecast and keeping them apprised of the financial plan. VTA will enter into a project development agreement with the FTA to re-enter the FTA process with a favorable rating. The EIS and Supplemental EIR, which includes modifications to the original project, such as structural engineering options that provide cost saving options along the alignment, began summer 2005. The schedule for the EIR and EIS will be determined based on the project development agreement.

Caldecott Tunnel 4th Bore - Caltrans released the draft environmental document for public comment on May 11th. On June 7th a public hearing was held in Orinda and a second pubic hearing was held on June 15th in Oakland on the project. The deadline for comments on the environmental document has been extended to July 31, 2006. Comments by the CMA staff on the draft document are attached.

Community Based Transportation Plans: East Oakland and Berkeley – The consultant for the East Oakland and Berkeley plans prepared the scope for the Berkeley CBTP, hired interns for the community surveys, and are scheduling community meetings. In East Oakland, the consultant team gathered preliminary transportation information about the project areas.

MTC's Lifeline Transportation Program – The Board approved five projects totaling $4.9 million for the Lifeline Transportation Program. The program funds innovative and flexible projects that address transportation barriers for low income communities in Alameda County.

Dumbarton Rail Corridor – The Dumbarton Rail Policy Committee met on June 20, 2006. The project segment adjacent to Union City BART, Segment G, completed the EIR in February and is expected to go to bid in 2009. SMTA will submit an application for RM2 funds for design of Segment G. CEQA and NEPA environmental clearance for the remainder of the project is expected to be complete early 2009. Final design and construction of the project is expected to take place between 2010 and 2012. The project sponsors are seeking funds from the state infrastructure bond for approximately $293 million of cost escalation for the project. The next PAC meeting will be scheduled in October 2006.

Dynamic Ridesharing – The six month Pilot Project ended on May 19th. Staff will be presenting the Draft Evaluation Report to the Board at the July meeting.

Grand/MacArthur Corridor Transit Enhancements - CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along the Grand/MacArthur Corridor starting at Eastmont Mall and ending at Transbay terminal in San Francisco. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, there is also a $205,000 TFCA grant to AC Transit for the installation of Transit Signal Priority components in the corridor. The CMA Board also provided an additional $500,000 in CMAQ funds in June 2006. DKS Associates, the consultant for this project, has completed traffic engineering and transit analysis for the whole corridor with the system engineering analysis pending. The design activity for the seven intersections included in TFCA grant has started. Additional segments of work are being designed and packaged for construction as funding permits. Construction is expected to start in early 2007 for the seven intersections currently funded for improvements.

Rapid Bus and SMART Corridor on International/Broadway/Telegraph - CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. CMA staff has secured three separate TFCA

grants totaling $1.8 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to be completed in September 2006 for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. Construction on Broadway is complete pending punch list items. Construction for the Telegraph Avenue segment is about 98% complete. Construction on the E 14th/International segment is 87% complete. The construction of 20th Street/Uptown transit improvements is 30% complete. Additional construction items requested by AC Transit for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work are also underway and would be complete by September 2006.

SMART Corridors Program – - Republic Electric, Inc. has started field equipment maintenance for the SMART Corridors. The field maintenance would cover the CCTV cameras, traffic monitoring stations, Transit Signal Priority (TSP), and Emergency Vehicle Preemption (EVP) systems. The public website address for the SMART Corridors is: http://www.smartcorridors.com.

CMA is also working with the City of Oakland and the Alameda County Public Works Agency on Transportation Management Centers (TMC). These projects are funded through new grants and federal earmarks. CMA is also working with AC Transit on delivering projects related to Transbay service such as WiFi bus and LED displays at the Transbay terminal. The project to retime 115 traffic signals along the San Pablo SMART Corridor including crossing arterials connecting San Pablo Avenue and I-80 is under way. This project will be completed following additional data collection efforts, which are on hold due to seasonal traffic changes in the summer. This project is funded through MTC' Regional Traffic Signal Program. CMA is leading the efforts on behalf of all project partners along San Pablo Corridor in Alameda and Contra Costa Counties.

San Pablo Avenue Corridor – The CMA is taking the lead in implementing approximately $2.2 million in improvements to the Rapid Bus stops funded through AC Transit and Measure B. The design of the improvements is 65% complete. The project name is "San Pablo Rapid Bus Stop Improvements". The construction is expected to start in fall of 2006 and would be completed by March of 2007.

Route 84 HOV – Dumbarton Corridor - MTC allocated $2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. Caltrans is nearing completion of the design of the extension of the Westbound HOV lane from Newark Blvd to I-880. CMA staff is coordinating with Caltrans to develop a strategy (both funding and management) for the construction of this project. Once a construction implementation plan is finalized, the project could go to construction in 2006.

Transportation and Land Use Program – The second quarterly report for the Transit Oriented Development (TOD) Fund Monitoring program for the TODs identified in the Countywide Transportation Plan has been completed. Four consultants were selected to be on call for the TOD Technical Assistance Program (TOD TAP), which will provide technical assistance for TOD project sponsors. The $40,000 TOD TAP Program is jointly funded by CMA through

MTC's Transportation and Land Use Program and ACTIA. A traffic mitigation fee survey is being distributed to ACTAC.

Guaranteed Ride Home Program – The program was initiated in April 1998. One hundred and thirty six employers and 3,883 employees are registered in the program, and 1,086 rides have been taken, including 49 rental car rides in the countywide rental car program. The average cost per taxi trip is now $81.32. The average trip length is 39.14 miles. The average trip distance for a rental car ride is 83 miles and the cost per rental car used remains at $55. Using the rental car saves $77 for each average 65-mile trip.

TravelChoice Program – Travel information requests to residents are complete in Alameda and are beginning in Fruitvale. They are expected to be complete in Fruitvale in July. A 400 household pre-project survey is complete and a follow up survey is beginning with the same households.

ACCMA Countywide Bicycle Plan Update and ACTIA's Countywide Pedestrian Plan – Comments on draft Chapter Chapter 3: Proposed Facility Improvements and Chapter 5: Implementation Plan were received by June 30th and presented to ACTAC and the Plans and Programs Committee at their July meetings. At the request of the Plans and Programs Committee, ACCMA and ACTIA staffs will make a presentation to the Board at their July meeting on how the Countywide Bicycle Plan and the Countywide Pedestrian Plan overlap and interface. The Countywide Bicycle Plan and the Countywide Pedestrian Plan will be brought to both the ACCMA and ACTIA Boards for approval at their September meetings. Both agencies will also release a Coordinated Call for Projects for Regional Bike and Pedestrian Program, TFCA, and Measure B funds in September.

Central Alameda County Freeway System Operational Analysis – The ACCMA has retained the services of Kimley-Horn Associates, Inc. in conjunction with Dowling Associates, The Tioga Group and the System Metrics Group to perform the operational analysis, which will identify a prioritized list of short and long range transportation improvements in the corridors to provide congestion relief. The Board Chair will appoint a Policy Advisory Committee to lead the study consisting of representatives from Alameda County, the City of Hayward, the City of San Leandro and Caltrans. The study is underway and will continue through September 2007. The PAC could meet monthly, but will more likely meet about every other month. The first meeting will be in September 2006.

Environmental Documents/General Plan Amendments Reviewed
Since my last report, staff has reviewed six environmental documents, notices of preparation or general plan amendments and responses were prepared for five of them, and they are attached.

CMA Board and Committee Meeting Dates
Board meetings will be at 3:30 p.m. Plans & Programs Committee meetings will be at 10:30 a.m. in the CMA offices in Oakland unless otherwise noted. Administration & Legislation Committee meetings will be at 9:30 a.m. in the CMA offices in Oakland unless otherwise noted.

CMA Board	Plans & Programs	Administration & Legislation
September 28, 2006	September 11, 2006	September 11, 2006
October 26, 2006	October 9, 2006	October 9, 2006
November 30, 2006	November 13, 2006	November 13, 2006
December 21, 2006	December 11, 2006	December 11, 2006
January 25, 2007	January 8, 2007	January 8, 2007

Voice Mail Numbers for Staff

10	Myrna Portillo	21	Yvonne Chan
11	Jean Hart	22	Sammy Ng
12	Dennis Fay	23	Bill Jeng
13	Diane Stark	24	Saravana Suthanthira
14	Cyrus Minoofar	26	Beth Walukas
15	Matt Todd	27	Stefan Garcia
16	Frank Furger	29	Vivek Bhat
17	Vicki Winn	32	Martin Lanner
19	Christina Muller	35	Liz Brazil
20	Jackie Taylor	36	Claudia Magadan

ACCMA Directors & Staff
FYI
RSA

223 Donner Avenue
Livermore, CA 94551-4240

27 June 2006

East Bay Transportation Planners

How to unclog I-580!

1. ***Plan for, protect, and acquire right of way to widen I-580, Tassajara Creek to the Altamont. This should be top priority!*** Make the median wide enough for BART and HOV lanes in both directions (bullet 3).

2. ***Stop the Eastbound only HOV proposal.*** It would greatly increase the cost of bringing BART to Livermore, and fritter precious Alameda County money on Central Valley carpoolers. Use the funding for ROW (bullet 1).

3. ***Build heavy-duty truck lanes next to the existing truck lanes. Then resurface the present truck lanes for light vehicles. Convert the existing inside lanes to a wide median for HOV lanes in both directions and for future BART rail.***

4. ***Persuade Union Pacific to run piggyback and heavy freight trains on its little-used, but nearly level B (Mococo) line between Oakland and the Central Valley.*** This could enhance Port of Oakland efficiency, reduce freeway truck traffic, slash fuel consumption and air pollution, and reduce train conflicts for ACE. Extend ***real*** BART in the SR 4 median to Los Medanos (Century Blvd.) and double track the B line to Byron for joint use with eBART. (Transit really needs double track!)

5. ***Expedite SR 84 projects, I-580 to I-680.*** Major projects such as Pigeon Pass work and the I-580 interchange would make this shortcut (4 miles shorter) more attractive and save many miles of congested I-580 and I-680 freeway driving. This would eliminate any need for another costly flyover at I-580/680 in Dublin.

6. ***Plan for BART rail in the I-580 median to an ACE and I-580 intermodal.*** East of Greenville Road route BART under westbound I-580 up into the wide former SP ROW, aiming it to Mountain House and Tracy. Ballasted double track BART trackway in the median, complete with power, ductwork, and train control, should cost about $15 million/mile, plus land, stations, cars, and implementation.

7. ***Start an express shuttle bus along I-580 between the BART station and the future BART West Livermore station, at least during commute hours.*** LAVTA would be the ideal operator, and fares should pay most or all of the cost. Their proposed "Rapid Bus" would be too slow and circuitous and just not do the job.

Robert S Allen

Robert S. Allen
BART Director, 1974-1988
Retired SPT Engineering/Operations
(925) 449-1387

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Flex your power!
Be energy efficient!

July 14, 2006

Mr. Robert S. Allen
223 Donner Avenue
Livermore, CA 94551-4240

Dear Mr. Allen:

This is in response to your recent letters to the California Department of Transportation (Department), East Bay Transportation Planners, and the Metropolitan Transportation Commission regarding the various congestion relief improvements on I-580 and SR 84 in the Tri Valley Region in Alameda County.

Re-Opening the Mococo Line
Currently, the Port of Oakland (Port) and the San Joaquin Council of Governments are working in collaboration to develop the California Interregional Intermodal System (CIRIS). CIRIS would provide freight rail service between the Port and the San Joaquin Valley via existing rail facilities, such as the Mococo Line. Based on Port cargo growth forecasts for the year 2020, Phase I of the CIRIS plan would enable the diversion of over 1,000 container round trips from the I-580 Corridor every day.

Bay Area Rapid Transit (BART) System Extension
Your recommendation to extend BART to Century Boulevard in Pittsburg should be directed to BART officials. BART has adopted a formal policy, which provides a framework, criteria, and process for system expansion. This policy establishes the methodology for evaluating expansion opportunities and creates guidelines for determining the potential advancement of projects.

I-580 Corridor Improvements
As we have previously shared with you, the Department and the Alameda County Congestion Management Agency (ACCMA) are currently developing a comprehensive corridor improvement plan for I-580 (I-580 Corridor Plan). The objective of this plan is to relieve current congestion as well as to accommodate future demand in and through the Tri Valley area.

BART, Alameda County, and the cities of Livermore, Pleasanton and Dublin are actively participating in the development of the I-580 Corridor Plan. When fully implemented, the I-580 Corridor Plan will provide an ultimate freeway facility with a dedicated transit corridor in the freeway median. This plan is designed to allow projects to be implemented in phases as funding becomes available in order to relieve current congestion in the shortest time possible.

One of the first corridor projects to be constructed (currently in the environmental phase) is the I-580 eastbound HOV lane project, sponsored by ACCMA. Since funding for the ultimate corridor is not presently available, the eastbound HOV project is an interim, cost effective solution to alleviate traffic congestion. This eastbound HOV lane will not interfere with the region's ultimate goal of providing a transit corridor in the I-580 median. The completed facility will provide a permanent HOV lane in the eastbound direction for use by vehicles and express bus service between Livermore and the existing Dublin/Pleasanton BART station.

The existing median width between Livermore and Pleasanton is not presently sufficient for a transit corridor. Widening to provide the necessary width or to add lanes on the outside would require the acquisition of additional right of way which is not within the current available funding. The I-580 Corridor Plan is being developed such that sufficient median width for a future transit corridor will be available when BART is ready to extend services to Livermore. All necessary freeway improvements, including outside widening, will be constructed as part of the BART extension project.

Using the shoulders on I-580 for vehicle travel between the El Charro and Airway interchange will not significantly relieve congestion since it is too short of a distance. Also, in general, the use of shoulders for vehicle travel is not recommended due to safety concerns, particularly in areas of heavy congestion.

Delivery of State Route 84 Projects

We are pleased to inform you that the Department has completed the design of the SR 84 Safety Realignment Project (Pigeon Pass) and construction is expected to start 2006. We are also currently working with the City of Livermore and the Alameda County Transportation Improvement Authority (ACTIA) on completing the development of the I-580/SR 84 Interchange Project and the Route 84 Expressway Widening Project in Livermore. Both projects are currently in the environmental phase. The I-580/SR 84 Interchange Project is expected to go to construction in the Fall of 2007 and the Route 84 Expressway Project is expected to go to construction in 2010.

Express Shuttle Bus Service

Your suggestion to start an express bus service along I-580 between the Pleasanton BART station and the potential site of the future BART station in West Livermore should be directed to the BART and Livermore-Amador Valley Transit Authority officials.

If you have any further questions, please feel free to contact Mark Zabaneh, District Division Chief at (510) 622-1717, or Issa Bouri, Project Manager at (510) 286-5220.

Sincerely,

BIJAN SARTIPI
District Director

c: Dennis Fay, Executive Director - ACCMA
Christine Monsen, Executive Director - ACTIA
Steve Heminger, Executive Director - MTC
John Barna, Executive Director - CTC
Tom Margo, General Manager - BART

223 Donner Avenue
Livermore, CA 94551-4240

17 July 2006

Mr. Bijon Sartipi, Director
District 4, Caltrans

Re: I-580, Hacienda to Greenville

Thnks for your July14 letter.

Assuring right of way for widening I-580 should be the top capital priority. Plan for median HOV lanes; future BART rail to Livermore (and to an ACE intermodal on the former SP grade north of I-580); and no-weave Altamont Pass access for that intermodal.

I respectfully urge these steps now:

- ***Plan*** for space to accommodate double-track BART and HOV lanes in both directions in the median. (Allow for 700-foot tangent BART island platforms at West Livermore and East Livermore stations.)
- ***Protect*** this land from adverse development prior to acquisition. Work with the cities and landowners for compatible development. Some of the land (e.g., for frontage roads, golf course) is already in public ownership, but involves planning.
- ***Acquire*** the land, hopefully by negotiation.

While I was a BART director we bought 53 acres at Isabel for a future station and interim park/ride facility. It made an I-580/SR-84 interchange viable without condemnation, The value of the land you acquire there from BART should offset much of the right of way cost to widen the I-580 median for BART.

Decades ago Caltrans did a beautiful job creating I-580 from US 50 over Dublin hill and through Castro Valley. The wide median made BART feasible to Dublin-Pleasanton. I hope that future generations can thank you for similar foresight as they extend BART rail to Livermore and ACE.

The planned EB-only HOV lane would greatly increase the cost of getting BART rail to Livermore. Funding could much better go to a coordinated betterment of I-580.

Robert S. Allen
(925) 449-1387
BART Director (1974-1988)

Cc: Cities of Livermore, Dublin, Pleasanton
BART Directors
MTC Commissioners
ACCMA Directors
ACTIA Directors
CTC Commissioners
Port of Oakland Planning
Supervisor Scott Haggerty

OAKLAND
METROPOLITAN CHAMBER OF COMMERCE
Serving the Business Community Since 1905

Monday, July 17, 2006

The Honorable Arnold Schwarzenegger, Governor
State Capitol Building
Sacramento, CA 95814

RE: Support for Propositions 1A and 1B

Dear Governor Schwarzenegger,

On behalf of the Oakland Metropolitan Chamber of Commerce Board of Directors, our 1700 business members, and 2000 affiliated merchants, I would like to express our support for Propositions 1A and 1B. Investment in California's transportation infrastructure is long overdue; the decision to place $37 billion of infrastructure bonds on the November ballot is an important step forward in addressing this issue.

The attached position paper outlines the Chamber's project and policy recommendations for Proposition 1B: the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006.

In summary, we support the following projects:

- Freeway Improvements along the I-880/I-238/I-580 Corridor. I-880 is Oakland's main commercial arterial and acts as a gateway to the City from the Oakland International Airport and cities south of Oakland. I-580 is critical for transporting goods outside of the Bay Area.
- Rail Improvements for Goods Movement. It is critical that California invest in rail service to facilitate regional, national and international goods movement, and to decrease freeway congestion.
- Intelligent Transportation Systems. New technology to better manage traffic flow and incidents is necessary in urban areas where increasing capacity is often infeasible, and is especially important in regions with major airports, regional sports complexes and international ports.

In addition, the Chamber supports the following policies:

- Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account funds should be distributed within four (4) years. The Chamber recognizes that Oakland will receive a portion of these funds for local projects. However, a shorter timeline will enable cities to decrease their maintenance backlogs.
- The Public Transportation Modernization, Improvement, and Service Enhancement funds should be focused on maintaining core services. Transit agencies are facing major budget shortfalls, threatening service and safety. Basic

maintenance and rehabilitation costs should be covered before new programs are considered.

- In general, application to one account should not preclude a project from consideration for funding from another account. In order to ensure that the most important, most effective projects are adequately funded, key projects should be able to receive funding from more than one account within the bond.
- However, projects along Highway 99 should not compete for Corridor Mobility Improvement funds. The Chamber recognizes that Highway 99 is a major statewide priority. Given that $1 billion is allocated specifically for the Highway 99 Corridor, the Chamber believes that the funds in the CMI account should be distributed among other priority projects in the rest of the state.

Again, the Chamber strongly supports the passage of Propositions 1A and 1B. These measures will provide a much-needed opportunity to leverage federal and private investment to improve the State's transportation infrastructure.

Thank you for your leadership in increasing investment in California's infrastructure.

Sincerely,

Joseph J. Haraburda
President & CEO

cc: Honorable Don Perata, Senate President Pro Tempore
Honorable Alan Lowenthal, Senate Transportation Chair
Honorable Fabian Nunez, Speaker of the Assembly
Honorable Jenny Oropeza, Assembly Transportation Chair
John Barna, Executive Director, California Transportation Commission
Sunne McPeak, Secretary of Business, Transportation and Housing Agency
Will Kempton, Director, Caltrans
Dennis Fay, Executive Director, Alameda County Congestion Management Agency
Steve Heminger, Executive Director, Metropolitan Transportation Commission

Oakland Metropolitan Chamber of Commerce

Transportation Position Paper

July 17th, 2006

Introduction

Investment in California's transportation infrastructure is long overdue. Over the last 30 years, the state has fallen farther and farther behind in its ability to maintain, let alone upgrade, its existing infrastructure. The Governor and the Legislature's decision to place $37 billion of infrastructure bonds on the November ballot is an important step forward in addressing this issue. In particular, the Oakland Metropolitan Chamber of Commerce supports Propositions 1A and 1B, which will provide an opportunity to leverage federal and private investment to address the State's transportation infrastructure needs.

Guiding Principles

Regionalism
The Chamber understands the critical importance of regional visioning and collaboration to address our transportation challenges. Cities and counties need to realize that their land use and infrastructure decisions impact the entire region, and that cost-effective synergies are achieved by combining smaller individual projects into larger network or corridor improvements. Similarly, solutions to congestion, emissions, and constrained goods movement will require all of us working in concert and making smart choices together.

Smart Growth
The Chamber supports both commercial and residential development near existing job centers and transportation hubs to minimize commutes, encourage people to use public transit, and revitalize the Bay Area's urban core.

Public-private partnerships and collaboration
To address the State's fiscal crisis and build an infrastructure that will maintain California's competitive advantages, planners and government officials at all levels should pursue innovative methods for financing projects such as public-private partnerships. These methods have proven successful in other regions and offer an excellent opportunity to ensure value for money in infrastructure investment.

Objectives

The Chamber encourages transportation projects and programs that support the following objectives:

Facilitate Goods Movement
Goods movement relies on a large network of roads, highways, railways and waterways to get products in and out of the state and country. The Chamber supports projects that improve the capacity and velocity of all goods movement throughout the region and state.

Upgrade Local Streets
Small and medium-sized businesses within urban areas need a reliable system of local streets to ship products, receive deliveries, and to provide access to customers and employees. The Chamber supports projects that minimize congestion and increase safety on local streets and roads by keeping roads well-maintained.

Improve Commuter Mobility
Congestion continues to increase in the Bay Area, lengthening commute times and making it more difficult to live, work and do business in the region. Congestion affects worker productivity and employers' ability to recruit employees regionally. The Chamber supports projects that improve the flow of traffic on commuter corridors and/or increase ridership on public transit. We also support the development of bike and pedestrian facilities to encourage walking and biking.

The Chamber's State Transportation Infrastructure Measures Position

The collaboration between the state legislative leadership and Governor Schwarzenegger to place the package of state infrastructure measures on the November 2006 ballot has created a unique opportunity to improve California's infrastructure. Proposition 1A, which would ensure that Proposition 42 funds are used for transportation projects is critical because in order to plan effectively, the state must have a steady stream of income for transportation projects. Proposition 1B will provide additional funding ($19.925 billion) for projects in all modes of transportation. The Chamber strongly supports the passage of Propositions 1A and 1B to improve the State's transportation infrastructure.

Proposition 1B: Project Priorities

The Chamber recommends that the following priorities be funded by Proposition 1B: the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006.

1. **I-880/I-238/I-580 corridor**
   I-880 is Oakland's main commercial arterial and acts as a gateway to the City from the Oakland International Airport and cities south of Oakland. I-880 in Oakland averages between 181,000 and 259,000 vehicle trips per day; between 7.6 percent to 10.7 percent of those vehicles are trucks.[1] I-880 is also critical for employees commuting to jobs in Oakland. Unfortunately, it has more accidents than any other freeway in the county.[2] I-880 will be undergoing a number of seismic retrofitting projects slated to begin this year, including the Fifth Avenue Overhead Replacement Project.[3] The Chamber believes that these projects should be coordinated with other improvement projects to minimize congestion due to construction. We support I-880 Freeway Improvements between 23rd/29th and 42nd/High, including ramp reconfigurations.

   The Chamber recognizes the vital link between I-880 and I-238 /I-580. The I-580 corridor is critical for transporting goods outside of the Bay Area. Almost 20 percent of the Bay Area's domestic trade is transported on I-580.[4] We support projects that increase capacity and improve the flow of traffic on I-580 and I-238, including:
   - Truck Bypass Lanes on I-238
   - Interchange Improvements in Castro Valley
   - Truck Climbing Lanes at Altamont Pass
   - I-580 HOV lanes in the Livermore Valley

2. **Rail Improvements for Goods Movement**
   It is critical that California invest in rail service to transport products in and out of the state and the country. Currently, 80 percent of the Bay Area's goods are moved by trucks.[5] However, congestion is expected to increase, creating more conflicts between truck traffic and commuters along key corridors. The following projects will increase the Port of Oakland's access to rail lines and improve key rail gateways:
   - 7th Street Grade Separation
   - Outer Harbor Intermodal Terminal (OHIT)
   - Donner Summit Rail Improvements
   - CIRIS Interregional Rail

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[1] California Department of Transportation, Traffic and Vehicle Data Systems Unit, Truck Data, 2004.
[2] Countywide Transportation Plan, 2004. Alameda County Congestion Management Agency. Appendix E.
[3] Telephone Interview with Steven Williams, Public Information Officer, Caltrans District 4. June 23, 2006
[4] Region Goods Movement Study for the San Francisco Bay Area. Metropolitan Transportation Commission. Task 2, ES-14. June 20, 2003.
[5] Region Goods Movement Study for the San Francisco Bay Area. Metropolitan Transportation Commission. Task 2, ES-3. June 20, 2003.

- Rail capacity improvements south of the Port to Stockton (Niles
- Subdivision; Altamont) and north of the Port to Martinez (Martinez Subdivision)
- Tehachapi Rail Improvements
- Adeline Street Bridge Reconstruction

3. **Intelligent Transportation Systems (ITS)**
   Funds for new technology to better manage traffic flow and incidents should be directed to regions with major airports, regional sports complexes and international ports, and to urban areas where increasing capacity is often infeasible. The Chamber supports the City of Oakland's efforts to establish a City of Oakland: Citywide Intelligent Transportation System, (including SMART corridor).

Proposition 1B: Process Priorities

The Chamber makes the following procedural recommendations for the allocation and distribution of funds from Proposition 1B.

- Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account funds should be distributed within four (4) years. The Chamber recognizes that Oakland will receive a portion of these funds for local projects. However, a shorter timeline will enable cities to decrease their maintenance backlogs.
- The Public Transportation Modernization, Improvement, and Service Enhancement funds should be focused on maintaining core services. Transit agencies are facing major budget shortfalls, threatening service and safety. Basic maintenance and rehabilitation costs should be covered before new programs are considered.
- In general, application to one account should not preclude a project from consideration for funding from another account. In order to ensure that the most important, most effective projects are adequately funded, key projects should be able to receive funding from more than one account within the bond.
- However, projects along Highway 99 should not compete for Corridor Mobility Improvement funds. The Chamber recognizes that Highway 99 is a major statewide priority. Given that $1 billion is allocated specifically for the Highway 99 Corridor, the Chamber believes that the funds in the CMI account should be distributed among other priority projects in the rest of the state.

Summary

The Oakland Metropolitan Chamber of Commerce supports Proposition 1A and Proposition 1B. We recommend that Proposition 1B fund projects along the I-880/I-238/I-580 corridor, rail improvements along goods movement corridors, and Intelligent Transportation Systems projects in Oakland.

Chair's Chron

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.468.3913 • 209.468.1084 (fax)

www.sjcog.org

July 7, 2006

Mr. Norman T. Mineta
Secretary
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Subject: National Strategy to Reduce Congestion on America's Transportation Network

Dear Secretary Mineta:

First, allow me to extend our thanks and congratulations for your five and a half years of service as the Secretary of Transportation. Your leadership during this period has been invaluable and it is particularly appreciated by those of us in your home state.

Today, I am writing in support of a letter you recently received from Mr. Larry Reid, Chairman of the Alameda County Congestion Management Agency (CMA) concerning the Altamont Freight Corridor. This corridor encompasses I-880 starting at the Port of Oakland, I-238, I-580, and I-205 in San Joaquin County. We fully concur with our regional partners at the Alameda CMA on the significance of this corridor. We endorse the Altamont Freight Corridor to be designated as part of the National Strategy to Reduce Congestion. This includes designation of the Altamont Freight Corridor as a Freight Corridor of National Significance.

Here in San Joaquin County, I-205 is the most congested corridor in this region. It routinely experiences peak period congestion of three hours or more each weekday morning and afternoon, as well as backups related to recreational travel on many weekends. This route also handles an exceptional amount of freight traffic, with over 15,000 trucks on the I-580 Altamont Pass on a daily basis. San Joaquin County is a key logistical and warehousing area for northern California. The Burlington, Northern, Santa Fe and the Union Pacific railroads both have very large inter-modal facilities within this county. The Tracy Army Depot is also located here. Additionally, this corridor is a vital link for the transport of agricultural products from the San Joaquin Valley for export to the Pacific Rim.

Within the Bay Area this corridor connects to the Port of Oakland, the fourth largest container port in the U.S. I-580 through Livermore Valley is the second most congested freeway segment in the Bay Area. I-880 has several bottlenecks impeding freight movement. In total, nearly fifteen percent of the congestion for the entire Bay Area occurs on the Alameda County portion of the Altamont Freight Corridor.

In his letter Chairman Reid of the Alameda CMA noted how this corridor fits within several categories of the National Strategy to Reduce Congestion. Within San Joaquin County it is anticipated this corridor will experience significant increases in freight and commuter traffic as the economic and development linkage between the East Bay and the northern San Joaquin Valley continues to increase. The corridor offers opportunities to develop and test strategies which address commute and recreational traffic while accommodating significant volumes of freight. Consistent with the new National Strategy, the San Joaquin Council of Governments is willing to consider new types of agreements between transportation partners to respond to the needs of this corridor. This includes public-private partnerships involving different transportation modes focused on innovative solutions.

We are available to meet with the U.S.D.O.T. to further discuss this proposal or to provide further information. Please feel free to call me at 209-468-3913.

Sincerely,

ANDREW T. CHESLEY
Executive Director

cc: Senator Dianne Feinstein
Senator Barbara Boxer
Congressman Richard Pombo
Congressman Dennis Cardoza
Dennis Fay, Executive Director, Alameda CMA
Steve Hemminger, Executive Director, Metropolitan Transportation Commission

Lynn M. Suter
and Associates
Government Relations

July 19, 2006

TO: Dennis Fay, Executive Director
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Budget Update

Summer Recess Update: The Budget passed the Legislature with underwhelming fanfare on the astonishing date of June 28, and was signed by the Governor on July 6, 2006. After dispatching with hundred of bills under policy and fiscal deadlines, the Legislature adjourned until August 7. There is no shortage of cleaning up for us to do after the hectic weeks preceding summer adjournment. Here at LMSA we are staggering some welcome time off among staff folks so that someone will be around to answer questions or provide information. We are all available by telephone and email during this Summer Recess, as well.

Eminent Domain Legislation: With a wary eye on Proposition 90, aka the Anderson Initiative, on the upcoming November ballot, a number of bills affecting Eminent Domain actions are in play. ***AB 53 (Kehoe)*** would codify findings in the recent "*Blue*" court case regarding findings of blight beyond the initial 12-year authorization. ***SB 1650 (Kehoe)*** would require a vote by the condemning public agency if a public use other than that originally intended is contemplated, requirements for sale of condemned property, and provisions for a lease-back arrangement with the original owner under certain conditions. ***SB 1210 (Torlakson)*** revises provisions for condemnation and purchase in redevelopment areas. The bill was substantially amended on June 15, so those interested should follow links on www.sen.ca.gov to look at the latest version of this bill. Several other bills are still in play as well: ***SB 1809 (Machado*** – Real Property Disclosures: Redevelopment, ***AB 773 (Mullin)*** – conditions for referenda against RDA actions, ***AB 782 (Mullin)***- Findings of blight regarding irregularly shaped property. Please call or email us if you wish further information on any of these bills.

Legislation

With the completion of the budget, the Legislature adjourned until August 7. The first week back will be consumed with last minute policy committee hearings before commencing marathon floor sessions and the end of session gut-&-amend shenanigans. All bills that are not sent to the Governor by the August 31st end of session deadline are dead, and cannot be carried forward to the next year. The following is an overview of the transportation related bills that are still in play. If you have any questions or need additional information on any of these bills, please give us a call.

Bill	Topic	Status	Client-Position
AB 372 (Nation) A-06/13/2006	Public contracts: transit design-build contracts.	06/22/2006-Read second time. To third reading. (06/22/2006-S THIRD READING)	ACTA-Watch CMA-Watch
	NOTE: This bill lowers the threshold on the dollar size of the project in order to use design-build procurement on public transit projects. The bill also extends the sunset date for design-build authority for transit districts from January 1, 2007 to January 1, 2011.		
AB 573 (Wolk) A-06/27/2006	Design professionals: indemnity.	06/27/2006-Read second time, amended, and to third reading. (06/27/2006-S THIRD READING)	ACTA-Oppose CMA-Oppose
	NOTE: AB 573 was amended in an attempt to address the concerns expressed by local governments; however, the bill falls far short. The bill still strips the ability of negotiating an agreement on liability in design professional contracts. As amended, AB 573 would provide that, for all contracts and amendments, entered into on or after January 1, 2007, with a public agency for design professional services, all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting any such contract, and amendments thereto, that purport to indemnify, including the cost to defend, the public agency by a design professional against liability for claims against the public agency, are unenforceable, except for claims that arise out of or relate to the negligence, recklessness, or willful misconduct of the design professional.		
AB 1020 (Hancock) A-06/19/2006	Transportation planning: improved travel models.	06/27/2006-Do pass as amended, and re-refer to the Committee on Appropriations. (06/27/2006-S APPR.)	ACTA-Watch CMA-Seek Amendments
	NOTE: As approved by the Senate Committee on Transportation & Housing, AB 1020 was amended to direct the CTC to adopt guidelines updating travel models. Unfortunately, these amendments will no be in print until August 7.		

	This bill proposes to revise the travel demand models used in regional transportation planning to reflect transit, land use decisions, and economic incentives on travel demand. There have been concerns expressed by regional and county transportation planning agencies implement and maintain the modeling elements specified in this bill.		
AB 1387 (Jones) A-01/13/2006	CEQA: residential infill projects.	06/26/2006-Do pass as amended, and re-refer to the Committee on Appropriations. (06/26/2006-S APPR.)	ACTA-Watch CMA-Watch
	NOTE: After sitting in the Senate Environmental Quality Committee for six months, AB 1387 was approved by the Committee. This bill would eliminate the requirement in state law that traffic mitigation must be carried out on infill housing projects. Specifically, AB 1387 would eliminate the requirement for a local government to mitigate any findings regarding traffic impacts at intersections or on streets, highways, or freeways for a residential project not exceeding 100 units with a minimum residential density of 20 units per acre and within mile of a transit stop on an infill site in an urbanized area. The project must still comply with the local government's general plan.		
AB 1407 (Lieber) A-06/05/2006	State-owned Bay Area toll bridges: HOV lanes.	06/28/2006-Read second time. To third reading. (06/28/2006-S THIRD READING)	ACTA-Watch CMA-Watch
	NOTE: This bill makes several clarifying changes to projects funded in Regional Measure 2. In addition, the bill clarifies that certain clean air vehicles (primarily hybrid vehicles) shall be permitted to use locally governed HOV lanes. In particular this bill corrects an oversight in RM2 that does not permit construction cost savings on RM 2 funded projects to be transferred to other eligible projects in the same bridge corridor as the original project. This bill corrects this oversight, provided MTC consults with a project's sponsor and conducts a public hearing in the corridor prior to making a decision to transfer the funds.		

AB 1550 (Arambula) A-06/19/2006	California Transportation Commission.	06/19/2006-Read second time, amended, and to third reading. (06/19/2006-S THIRD READING)	ACTA-Watch CMA-Watch
	NOTE: AB 1550 seeks to provide greater geographic distribution of CTC appointees by adding coastal and inland areas as one of the areas to be considered for geographical balance for CTC appointees.		
AB 2295 (Arambula) I-02/22/2006	Transportation capital improvement projects.	06/22/2006-Read second time. To third reading. (06/22/2006-S THIRD READING)	ACTA-Watch CMA-Watch
	NOTE: AB 2295 clarifies the eligibility of local road rehabilitation projects for regional improvement program funding through the STIP process. This bill basically places in statute existing CTC policy of allowing STIP funds to be used for rehabilitation projects.		
AB 2444 (Klehs) A-05/03/2006	Congestion management and motor vehicle environmental mitigation fees.	06/29/2006-Joint Rule 61(b)(13) suspended. (06/15/2006-S E.Q.)	ACTA-Support CMA-Sponsor
	NOTE: AB 2444 was approved by the Senate Transportation & Housing Committee, and is scheduled to the heard by Senator Simitian's Environmental Quality Committee when the Legislature returns on August 7. This bill would authorize the entity responsible for the countywide transportation plan in the 9 Bay Area counties, to impose an annual fee of up to $5 on motor vehicles registered within those counties. The fee could only be imposed if approved by a 2/3 vote of the agency's governing board and used congestion relief projects. This bill would also authorize the Bay Area Air Quality Management District to impose a regional $5 registration fee that would be split between the air district and the regional water board for projects that mitigate the impact vehicles have on the environment. The bill also requires a 75% return to source in the expenditure of the regional funds in each county.		

AB 2495 (Nunez) A-05/26/2006	California Transportation Commission.	06/29/2006-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 3. Noes 2.). (06/29/2006-S APPR.)	ACTA-Watch CMA-Watch
	NOTE: AB 2495 would add two legislative appointees to the California Transportation Commission. This would increase the size of the CTC from 11 to 13 members. These appointees would not be subject to Senate confirmation and would serve a four year term.		
AB 2538 (Wolk) A-05/26/2006	Transportation funds: planning and programming regional agencies.	06/28/2006-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 9. Noes 4.). (06/28/2006-S APPR.)	ACTA-Watch CMA-Support
	NOTE: AB 2538 would allow all regional transportation planning agencies (RTPAs) and county transportation commissions to request and receive an amount not to exceed 5% of their county shares for the purposes of project planning, programming, and monitoring (PPM).		
AB 2600 (Lieu) I-02/24/2006	Vehicles: HOV lanes.	06/27/2006-Do pass as amended, and re-refer to the Committee on Appropriations. (06/27/2006-S APPR.)	ACTA-Watch CMA-Watch
	NOTE: AB 2600 extends from January 1, 2008 to January 1, 2013 the authorization for drivers of electric and compressed natural gas vehicles to use HOV lanes as solo drivers. The bill does not extend beyond 2008 the sunset for hybrid vehicles to obtain a clean air decal and use HOV lanes.		

AB 2630 (Benoit) A-04/26/2006	Grade separation project funding.	06/28/2006-From committee: Do pass, and re-refer to Com. on APPR. Re-referred. (Ayes 12. Noes 0.). (06/28/2006-S APPR.)	ACTA-Watch CMA-Watch
	NOTE: This bill would allow an agency that has received state grade separation project funds to receive funds for another grade separation project without having to wait 10 years between the allocations. Current law requires an agency to wait 10 years before being eligible to receive these funds for another project.		
AB 2873 (Wolk) I-02/24/2006	County sales and use taxes: rate increase	06/28/2006-In committee: Set, first hearing. Hearing canceled at the request of author. (06/15/2006-S REV. & TAX)	ACTA-Support CMA-Support
	NOTE: AB 2873 remains in the Senate Committee on Revenue & Taxation. This bill would allow a county to essentially double the TDA sales tax rate that is dedicated to public transit operations. This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. The revenue would be deposited into a local transportation fund, as specified. This bill would also require the sales tax increase to be subject to any applicable voter-approval requirements in California Constitution.		
AB 3047 (Canciamilla) A-05/30/2006	Toll facilities.	06/15/2006-Referred to Com. on T. & H. (06/15/2006-S T. & H.)	ACTA-Watch CMA-Watch
	NOTE: AB 3047 was amended to allow regional transportation agencies to construct and operate high occupancy vehicle (HOV) lanes as toll facilities. The bill is in the Senate Transportation & Housing Committee, where it will likely remain.		

AB 3075 (Klehs) A-05/26/2006	Personal taxes: corporation taxes: petroleum industry: sales tax exemption: gasoline.	6/28/2006 In committee: Set, first hearing. Hearing canceled at the request of author	ACTA-Watch CMA-Watch
	NOTE: AB 3075 was recently gutted and amended to impose an excess profits tax on businesses engaged in petroleum production. This proposal was previously in AB 2442 which stalled on the Assembly Floor. AB 3075 will likely remain in the Senate Revenue & Taxation Committee. The excess profits tax revenue would be used to lower gas prices. Gas prices would be lowered by converting the excess profits tax revenue into a per gallon amount that would be used to offset the amount of sales tax applied to the purchase of gasoline. In essence the bill would lower the sales tax on gasoline by the amount of the offset, and the offset amount would backfill any loss in gasoline sales tax revenue allocated pursuant to Prop 42.		
SB 208 (Alquist) A-06/12/2006	Transportation: Traffic Congestion Relief Program.	06/28/2006-Placed on APPR. suspense file. (06/28/2006-A APPR. SUSPENSE FILE)	ACTA-Support CMA-Watch
	NOTE: SB 208 was recently amended to allow the CTC to enter into a full funding grant agreement (FFGA) with a regional or local transportation agency to schedule and guarantee funding for large-scale Traffic Congestion Relief Program (TCRP) projects. To be eligible for this funding agreement the TCRP project must have an unallocated balance of at least $100 million. This limits the application of this bill to two projects which include the BART to San Jose extension and a light rail project in Los Angeles.		
SB 1161 (Alarcon) A-06/21/2006	State highways: design-sequencing contracts.	06/21/2006-Read second time. Amended. Re-referred to Com. on APPR. (06/21/2006-A APPR.)	ACTA-Watch CMA-Watch
	NOTE: In general, SB 1161 extends the sunset date from January 1, 2010 to January 1, 2112 for Caltrans' design-sequencing pilot program. The bill also eliminates the cap on the number of projects that can utilize design-sequencing.		

SB 1282 (Ducheny) A-05/02/2006	Transportation: federal funds: border infrastructure program.	06/20/2006-From committee: Do pass, recommendation: To Consent Calendar. (Ayes 12. Noes 0.) Re-referred to Com. on APPR. (06/20/2006-A APPR.)	ACTA-Watch CMA-Watch
	NOTE: SB 1282 would exempt from the STIP allocation formula federal funds dedicated for the coordinate boarder infrastructure program. These funds can be used for projects that are located within 100 miles of the border.		
SB 1587 (Lowenthal) A-06/21/2006	Transportation planning: federal funds.	06/28/2006-Placed on APPR. suspense file. (06/28/2006-A APPR. SUSPENSE FILE)	ACTA-Watch CMA-Watch
	NOTE: SB 1587 reduces from every three year to every four year the frequency by which regional transportation planning agencies (RTPAs) must update their regional transportation plans. The bill also establishes a two year phase out for the apportionment of CMAQ funds for the Monterey Bay and Santa Barbara RTPAs. Due to a change in how air quality attainment in determined, Monterey and Santa Barbara are now considered attainment areas and would no longer receive an apportionment of CMAQ funds. The phase out in SB 1587 would provide each area to receive 50% and 25% of its 2005 apportionment in 2007 and 2008, respectively.		
SB 1611 (Simitian) A-04/19/2006	Congestion management fees.	06/29/2006-From committee: Do pass as amended, but first amend, and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (06/29/2006-A APPR.)	ACTA-Support CMA-Support
	NOTE: SB 1611 was approved by the Assembly Transportation Committee, and the bill now moves to the Appropriations Committee.		

	SB 1611 would authorize a congestion management agency, or if no CMA exists then the county board of supervisors, to place on the ballot a majority vote measure that would impose an annual fee of up to $25 on each motor vehicle registered within the county for transportation projects and programs, including environmental mitigation projects.		
SB 1703 (Lowenthal) I-02/24/2006	California Transportation Commission.	06/29/2006-From committee: Do pass as amended. (Ayes 8. Noes 4.) (05/15/2006-A TRANS.)	ACTA-Watch CMA-Watch
	NOTE: SB 1703 would also add two legislative appointees to the California Transportation Commission. However, this bill would also reduce from 9 to 7 the number of Commissioners appointed by the Governor. In addition, SB 1703 would prohibit Commissioners from simultaneously holding an elected office or serving on a local or regional board with business before the Commission.		
SB 1726 (Lowenthal) A-04/19/2006	Vehicles: commercial and common carriers: identification signs.	06/27/2006-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 12. Noes 0.) Re-referred to Com. on APPR. (06/27/2006-A APPR.)	ACTA-Watch CMA-Watch
	NOTE: SB 1726 was unanimously approved by the Assembly Transportation Committee and it now heads to the Appropriations Committee. This bill clarifies existing law with respect to the use of color-coded destination signs used on public transit buses. In summary, the bill would allow for the use of any color, and allow for the streaming and paging of text information if specified luminance restrictions are met. The need to clarify the use of color-coded destination signs is due to a recent determination by the California Highway Patrol (CHP) that such signs may not meet existing statute. Over the past year, the CHP has issued numerous tickets and citations for displaying the color red, and the CHP has determined that the California Vehicle Code (VC) prohibits the use of dynamic messaging.		

CJ strategies LLC

MEMORANDUM

TO: **Dennis Fay, Jean Hart and Frank Furger**
ACCMA

FROM: **Jim Copeland & Emily Bacque**
CJ Strategies

RE: Washington, D.C. Update

DATE: **July 20, 2006**

The House has passed ten of its eleven appropriations bills: Interior and Environment, Energy and Water, Homeland Security, Agriculture, Foreign Operations, Legislative Branch, and Military Quality of Life, Transportation/Treasury HUD, Defense, and Science State Justice Commerce. Labor HHS Education is the only remaining bill the House needs to debate, and floor time has not yet been scheduled. Many believe the bill may not come up until Congress returns for a lame-duck session after the November elections. The Senate will have marked up all of its appropriations bills by the end of today. The full Senate has only passed the Homeland Security appropriations bill.

FY07 Senate Appropriations

Transportation Treasury HUD

The Senate held its Transportation/Treasury/HUD Appropriations Subcommittee mark up on Tuesday, July 18; full committee mark up is scheduled for the afternoon of July 20. The full Senate will not take up the bill before the August recess and many believe floor debate could be deferred until after the November elections. The bill and committee report have not yet been released, but some of the funding levels have been made public.

FY07 funding totals $140.9 billion, of which $69 billion is discretionary funding. The FY07 discretionary funding is $1.1 billion more than enacted for FY06, and $1.9 billion more than President Bush' request. The House bill provides a total of $67.8 billion in discretionary spending. The Senate bill provides $39.1 billion for highway programs – the same level as the Administration requested and what was included in the House bill.

The Federal Transit Administration would be funded at $8.8 billion, the same as the Administration's FY07 request. The committee has not released specific funding

levels within the FTA. CJ Strategies will update the ACCMA as soon as details are made public, including whether the committee funded the Small Starts program.

Amtrak would receive $1.4 billion in the Senate bill. $750 million of that total would fund capital improvements – about $100 million more than FY06 levels. The Senate provides about $500 million more than requested by the Administration and $300 million more than the House funding levels.

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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July 7, 2006

FILE COPY

Ms. Jennifer McDougall
Principal Planner-Environmental Planning
Capital Projects- Facility Services
300 A&E Building
University of California
Berkeley, CA 94720-1382

SUBJECT: Comments on the Tiered, Focused Draft Environmental Impact Report for the Southeast Campus Integrated Projects

Dear Ms. McDougall:

Thank you for the opportunity to comment on the University's Tiered, Focused Draft Environmental Impact Report (DEIR) for the Southeast Campus Integrated Projects in the City of Berkeley. The proposed project, collectively referred to as the Southeast Campus Integrated Projects, would add approximately 451,000 gross square feet of academic and support space to the campus inventory. The seven projects that comprise the Integrated Projects are: California Memorial Stadium (CMS) Seismic Corrections and Program Improvements, Parking Structure and Sports Field at the current site of Maxwell Family Field, Law and Business Connection Building, Southeast Campus and Piedmont Avenue Landscape Improvements, School of Law Program Improvements, Hass School of Business Program Improvements and Renovation and Restoration of the five house at 2222 to 2240 Piedmont Avenue. In January 2005, the 2020 Long Range Development Plan (LRDP) was approved, which included 2.2 million square feet of academic and support development and 1,270 new parking spaces. The Southeast Campus Integrated Projects is part of the 2020 LRDP.

The ACCMA has reviewed the DEIR and submits the following comments. Where possible, the DEIR page numbers are referenced.

- General: A copy of the Draft Environmental Impact Report was not sent to the ACCMA. It is requested that the ACCMA be added to the University's distribution mailing list for the environmental documents.

- The DEIR does not include the Congestion Management Program (CMP) analysis on Metropolitan Transportation System (MTS) roadways that was requested in the CMA's response for the Notice of Preparation dated December 12, 2005. It is requested that the CMP analysis be included in the final environmental document.

- Page 4.8-36 Standard of Significance: Please delete the standard of significance that refers to the LOS Standard established by the ACCMA for the CMP designated system. Also, please delete the first sentence on page 4.8-11 that states that the CMP routes in the 2020 LRDP EIR meet the CMA standards. The standard referenced in the CMP is for the LOS Monitoring Program identified in the CMP and is applicable only for monitoring *existing* conditions. This project is subject to the requirements of the Land Use Analysis Program of the CMP and for that element the Alameda County CMA does not have a policy for determining a threshold of significance. Professional judgment should be applied to determine the significance of project impacts.

- Page 4.8-10 Congestion Management Plan and Metropolitan Transportation System Routes: This section lists roadways within the study area that operated at LOS F in 1991 when the CMA began monitoring the Level of Service (LOS) on the CMP roadways. Further, it is stated that the 2004 LOS Monitoring Report of the CMA shows all CMP routes studied in the 2020 LRDP EIR as meeting the standards. There appears to be a misunderstanding on the CMP requirements and how and where the LOS Standards should be applied. Congestion Management Program roadways are a subset of the Metropolitan Transportation System roadways. The CMP roadways that operated at LOS F in 1991 are exempt from preparing a Deficiency Plan if they are found to operate at LOS F in the CMA's biennial LOS Monitoring. However, for the purposes of the Land Use Analysis Program of the CMP, these roadways are not exempt from identifying mitigation measures if they are found to be significantly impacted from the trips generated by any new development. It is requested that the CMA staff be contacted in the future, prior to preparing the Traffic Impact Analysis, for any clarification on the CMP requirements and how they are related to the MTS roadways.

Once again, thank you for the opportunity to comment on this DEIR. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,

Saravana Suthanthira
Associate Transportation Planner

cc: Wendy Cosin, Deputy Planning Director, City of Berkeley
file: CMP - Environmental Review Opinions - Responses - 2006

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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June 30, 2006

Ms. Elois Thornton
Planner IV
City of Oakland Community and Economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3330
Oakland, CA 94612

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report (DEIR) for the Oakland Army Base Auto Mall Project

Dear Ms. Thornton:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Oakland Army Base Auto Mall Project. The proposed project involves allowing for use of the North Gateway portion of the Redevelopment Plan Area, approximately 30-acre, for automobile dealerships with plans to develop five separate approximately 5-acre into 4 or 5 automobile dealerships plus associated roadways and infrastructure improvements. A second option (Option B) also being considered includes the above proposal with the addition of also allowing for use of an additional 30 acres in the East Gateway portion of the Redevelopment Plan Area. Option B would add three more automobile dealerships on approximately 5-acre parcels, plus a 15-acre site for approximately 150,000 square feet of "big box" retail use, plus associated roadways and infrastructure improvements. The current project is the implementation of a portion of the redevelopment plan and Reuse Plan, but with specific land uses not fully detailed under the Oakland Army Base Redevelopment EIR.

The ACCMA respectfully submits the following comments and page numbers of the DEIR is referenced where possible:

- Page 3-38, Cumulative Freeway Operations, Impact Traf-17 & MM Traf-17: The cumulative impact on study area freeways is identified as 'both Project and Options B would increase traffic on study area freeways in 2025 and would cause freeway segments to operate at LOS F'. The residual significance after proposed mitigation measures is identified as "Significant and Unavoidable". The Mitigation Measure proposes the Project Sponsors to fund a fair share of a Transportation Demand Management (TDM) Program established by the City for the Redevelopment Area to reduce the single occupant, peak hour trips, and to increase access to transit opportunities. Since the residual significance (impact) is 'significant and unavoidable' on study area freeways, it is requested that Project Sponsors contribute

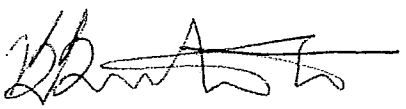
a fair share towards regional highway improvements. These funds could be placed in a trust, which would be available later when projects for improvements are proposed for project area freeways. Further, since the nature of the Project and Option B development is auto oriented, a TDM program would not be very effective in reducing vehicular trips generated by the project.

- Appendix C, CMP Analysis, 2025 Cumulative Impacts on the Regional and Local Roadways – The cumulative impact based on the CMP Analysis is identified as 'less than significant'. Given the number of project area freeways identified as experiencing 'significant and unavoidable cumulative impact' in the CEQA Transportation Analysis, as above, the CMP analysis conclusions appear inconsistent. Please review the CMP analysis and conclusions carefully and modify it appropriately.

- Page 3-26, Cumulative Impact Analysis and Methodology: The introduction part states that "traffic forecasts were based on the 2004 version of the Alameda Countywide Model as required by the ACCMA". This is misleading since this section discusses methodologies for both CMP analysis and CEQA Traffic Impact Analyses. Please distinguish clearly between using the unmodified ACCMA's Countywide Model for CMP Analysis purposes and using the same model with the City of Oakland's land use data for other analysis purposes.

Thank you for the opportunity to comment on this Draft EIR. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2006

ALAMEDA COUNTY
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June 28, 2006

Mr. Gregory C. McConnell
ATTN: Ms. Sheryl Dorado
Department of Transportation
District 4, Environmental Analysis
Mail Station 8B
P.O. Box 23660
Oakland, CA 94623-0660

SUBJECT: Comments on the Draft Environmental Assessment/Environmental Impact Report for the Caldecott Improvement Project on State Route 24 in Alameda and Contra Costa Counties

Dear Mr. McConnell and Ms. Dorado:

Thank you for the opportunity to comment on the Draft Environmental Assessment/Environmental Impact Report (EA/EIR) for the Caldecott Improvement Project on State Route 24 in Alameda and Contra Costa Counties. The proposed project proposes to alleviate traffic congestion along State Route 24 by adding a fourth bore to the Caldecott Tunnels. The project limits extend from the State Route 24/Broadway Interchange in Alameda County to the State Route 24/Camino Pablo Interchange in Contra Costa County.

The Draft EA/EIR analyzes two new tunnel alternatives north of the existing bores: a two-lane bore and a three-lane bore as well as a No Build alternative. The goals of the Caldecott Project Improvement Project are to:

- Improve mobility for motorists and emergency crews
- Reduce delays and improve travel time
- Eliminate the need for daily tunnel lane reversals and merges
- Enhance safety for the traveling public and Caltrans maintenance workers
- Respond to Regional Measure 2 and Contra Costa County Measure J.

We have reviewed the Draft EA/EIR and respectfully submit the following comments.

1) The project is consistent with the Countywide Transportation Plan (CTP) and the Congestion Management Plan (CMP). It is included in the Countywide Transportation Plan's Tier 1 Investment Program with $8 million in funds identified in the long term designated for mitigation of environmental impacts and in the Congestion Management Plan's short term Capital Investment Program for $5 million.

2) In order to evaluate the impact to the MTS roadway system, a peak hour analysis of the MTS designated routes in the vicinity of the project is requested. This would include the following roadway segments: SR 13 – Warren Freeway, SR 13 - Tunnel Road, SR 13 – Ashby Avenue, Claremont Avenue, and Grizzly Peak Boulevard.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 836-2560.

Sincerely,

Jean Hart
Deputy Director

cc: file: CMP - Environmental Review Opinions - Responses – 2006
Beth Walukas, Senior Transportation Planner

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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June 26, 2006

Mr. Greg Powell
Senior Planner
Current Planning
2118 Milvia Street
Berkeley, CA 94704

SUBJECT: Comments on the Draft Environmental Impact Report (EIR) for the 700 University Avenue Project in the City of Berkeley

Dear Mr. Powell:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 700 University Avenue Project in the City of Berkeley. The proposed project site is located in West Berkeley, two blocks from I-80 and University Avenue connecting ramps, bounded by an elevated portion of University Avenue to the north, Addison Street to the south, Fourth Street to the east, and the Southern Pacific Railroad tracks to the west. The proposed project includes demolition of Celia's Restaurant and Brennan's Restaurant, construction of two five-story buildings with residential uses on the second floor and above and up to 14,040 square feet of ground floor commercial/retail uses, and also renovation of the historic Southern Pacific Railroad Station for use as the relocated Brennan's Restaurant. The proposed project would develop 173 residential units, 60 units in the north building and 113 units in the south building, 133 of which would be one-bedroom and 40 of which would be two-bedroom units. The total number of residential units would include 31 affordable units. Additionally, a total of 199 vehicle-parking spaces and 24 bicycle parking spaces would be provided on the project site.

The ACCMA respectfully submits the following comments and where possible DEIR page numbers are referenced:

- Page IV.J-46 Congestion Management Program Analysis, Standard of Significance:
  - One of the proposed standards of significance is the project adding at least five percent to the future peak-hour traffic volume. What is the basis for this? Considering the fact that I-80 is one of the most congested freeways in the Bay Area and carries significant volume of traffic, 5% of the traffic volume on this freeway would be too high a standard for projects to meet, and therefore may be inappropriate. Please explain.

- The CMA does not have a standard of significance for the purpose of the CMP land use analysis program and instead professional judgment should be used. Please delete the word "CMA Standard" from the first bullet.

- Page IV.I-4, Table IV.I-12: 2005 Peak-Hour Freeway LOS: The data analysis in this table is not valid as it analyses a project impact scenario for the past. Please delete this table from the environmental document.

- Tables IV.I-13, 2010 Peak-Hour Freeway LOS for I-80 and IV.I-14, 2025 Peak-Hour Freeway LOS for I-80: Project trip distribution based on Figure IV I-7 & Figure IV I-9 show that I-80 south of University Avenue would carry 35% of total trips and north of University Avenue would carry 20% of trips from the project site. However, the above two Peak Hour Freeway LOS tables show very minimal increase in the future trips due to the project. For example, in 2010 in the evening, the project appears to add a maximum of only 3 trips to the southbound and 5 trips to the northbound directions. Since this project generates over 100 p.m. peak hour trips, by applying the above trip distribution percentages, the project should add about at least 35 trips to the southbound direction south of University Avenue and 20 trips north of University Avenue. Please revise the CMP analysis tables appropriately.

- Transit Impacts: As mentioned in the NOP response dated September 28, 2005, the environmental document should include an analysis of impacts to AC Transit and BART from the development.

Thank you for the opportunity to comment on this DEIR. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,

Saravana Suthanthira
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2006

ALAMEDA COUNTY
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June 16, 2006

FILE COPY

Mr. Andrew Thomas
Supervising Planner
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501-4477

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report for the Alameda Landing Mixed Used Development Project in the City of Alameda

Dear Mr. Thomas:

Thank you for the opportunity to comment on the City of Alameda's Draft Supplemental Environmental Impact Report for the Alameda Landing Mixed Used Development Project. The 86.4 acre project site is the northern portion of the original Catellus Alameda Project Master Plan area for which an EIR was certified in 2000. The project area is bounded by the United States Coast Guard Housing development to the west, Mariner Square Loop and Webster Street (including the Webster and Posey Tubes) to the east, the 485-unit Bayport residential development and 5,500-student College of Alameda to the south, and the Oakland/Alameda Estuary to the north. The Draft Supplemental EIR addresses the following proposed revisions to the Project Master Plan since the EIR for the original project was certified in 2000 on the northern 86.4 acres of the 215 acre mixed use development site:

1) approximately 900,000 square feet of planned commercial office and research and development space is being replaced with a 20,000 square foot health club and either
   a. Variant A, a 250,000 square foot shopping center or
   b. Variant B, 370,000 square feet of currently entitled Research and Development (R&D).
2) In addition, approximately 26 acres of land originally planned for office/R&D would be removed from the Project Master Plan.
3) The General Plan designation and zoning classification for the 26 acres would also be changed to allow up to 300 housing units, of which 25 percent would be affordable.

The Supplemental EIR also addresses changes in traffic conditions that have occurred since the original project EIR was certified in 2000.

The ACCMA respectfully submits the following comments:

For the Mitigation Measures bulleted below, as mentioned in our Notice of Preparation (NOP) letter dated February 21, 2006, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project

effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- p. IV.H-49, Mitigation Measure T/C-5a:, Tinker Extension Project and p. IV.H-53, Mitigation Measure T/C-11c: Atlantic and Webster Intersection Improvements.
- p. IV.H-65 and -66, Mitigation Measure T/C-20d and e and f: Also, please state whether the developer will fund or contribute towards the fair share of installing the traffic signals at Mitchell Avenue and 5th Street and Marina Village Parkway and Mariner Square Loop.
- P. IV.H—53, Mitigation Measure T/C-11b, Mitchell Avenue Extension: Specifically, please clarify the schedule and remaining funding beyond the developer's fair share contribution for the Mitchell Avenue extension improvements from Mariner Square Loop to Main Street, including the signal at Main Street and what are the plans if they are delayed if the Alameda Point development or the redevelopment the Alameda Gateway are delayed.

Deficiency Plan

The project must either construct improvements or contribute its share toward implementation of programs that reduce the dependence on the single occupant vehicle and construction of recommended projects identified in the Route 250 Deficiency Plan. The developer should set aside its fair share of funds with the City in a trust fund or some other mechanism agreeable to the City. These include the following:

- P. IV.H-55, Mitigation Measure T/C-15, and P. IV.H-57: Mitigation Measure T/C-18

Significant and Unavoidable Impacts, Oakland

For the Mitigation Measures bulleted below and identified in Oakland, the DEIR states that there would be a less than significant impact if the measure were approved, funded and implemented by the City of Oakland and significant and unavoidable if not. It is recognized that the City of Alameda does not have the ability to implement improvements in Oakland. However, for MTS routes, the project should pay its fair share of any improvement identified or developed in the future. For these and other regional impacts, as mentioned in our Notice of Preparation (NOP) letter dated February 21, 2006, the DEIR should identify mitigation measures in the plan for the regional roadway and transit networks.

- P. IV.H-51 Mitigation Measure T/C-8a, Jackson & 6th Street.
- p. IV.H-72 and -73, Impacts T/C-21L and m and n: 7th Street and Jackson Street, and 7th Street and Harrison Street and 12th Street and Brush Street/I-980 Southbound Off-Ramp
- p. IV.H-56, Mitigation Measure T/C-17 and p. IV.H-66, Impact T/C-20g: Broadway and 5th: A fair share contribution to a fund towards improvements could contribute to signal timing and sequencing to provide more time for southbound traffic on Broadway to make the left turns.
- p. IV.H-70, Mitigation Measure T/C-21g: We recommend a mitigation measure be included for the City of Alameda to work with Caltrans to obtain approval of the Tinker

Avenue extension and initiate efforts to acquire property, including identifying funds, if not already identified.

Significant and Unavoidable, Alameda

For the Mitigation Measures bulleted below, the DEIR states that there would be a less than significant impact if the measure were approved, funded and implemented and significant and unavoidable if not. Please explain why no feasible improvements would be available to reduce the following to a less than significant level. Also, discuss whether ITS (Intelligent Transportation System) measures can be installed as mitigation measures if other measures are infeasible.

- p. IV.H-54, Mitigation Measure T/C-12 and p. IV.H-63, Mitigation Measure T/C-20a, 8th Street and Central. p. IV.H-67, Impact T/C-21a: Atlantic Avenue and Constitution Way, and Lincoln Avenue and Constitution Way.
- p. IV.H-69, Impact T/C 21e: Mariner Square Drive and Constitution Way, unsignalized intersection: Also, please discuss whether the impacts be reduced if the intersection were signalized.

Transit

Funding: Please describe the funding mechanism for provision of ongoing transit services. As mentioned in the NOP letter dated February 21, 2006, the DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's Congestion Management Program (CMP) policies.

- P. IV.H-40, TDM Mitigation Measure T/C-8b:
- P. IV.H-51 and p. IV.H-52, Mitigation Measure T/C-8b, Jackson & 6th Street, implement a shuttle bus system. CMA also requests to review the TDM Plan when it is prepared.

BART: As mentioned in our NOP letter dated February 21, 2006, please add a discussion of whether there would be any impacts to BART from the development. Transit service standards are 3.75-15 minute headways for BART during peak hours.

Once again, thank you for the opportunity to comment on this DEIR. Please do not hesitate to contact me at 510/836-2560 ext. 13 if you require additional information.

Sincerely,

Diane Stark

Diane Stark
Senior Transportation Planner

cc: Chron
file: CMP - Environmental Review Opinions - Responses - 2006

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ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY BOARD
MINUTES OF JUNE 22, 2006
OAKLAND, CALIFORNIA

Chair Reid convened the CMA Board at 3:35.

1.0 ROLL CALL

Muller conducted roll call to confirm a quorum. The Roll Call Roster is attached.

2.0 PLEDGE OF ALLEGIANCE

3.0 PUBLIC COMMENTS

There were no public comments.

4.0 CHAIR'S /VICE CHAIR'S REPORT

There were no reports.

5.0 EXECUTIVE DIRECTOR'S REPORT

Hart introduced two new CMA Staff members: Vivek Bhat; Associate Transportation Engineer and Jacki Taylor; Administrative Assistant. Hart pointed out that letters/faxes are being distributed that were submitted by Robert S. Allen, Bijan Sartipi and legislative update reports from our Sacramento and Washington D C representatives. Hart also informed the Board that the Institute of Transportation Engineers (ITE) has selected the ACCMA to be the recipient of the ITE Management and Operations/ITS Council Project award. Cyrus Minoofar will make a presentation at the California League of California Cities in San Diego about the SMART Corridors program. The conference organizers requested that an elected official from the CMA make a presentation.; Chair Reid indicated that he would be attending this event and has agreed to co-present with Cyrus Minoofar. Allen Maris asked when the Board would review the Countywide Pedestrian Plan and the Countywide Bicycle Plan. The Countywide Bicycle Plan went to Plans and Programs Committee in June and the committee requested the item be brought back in July. There will be a joint presentation with ACTIA and CMA on both plans.

6.0 CONSENT CALENDAR

6.1 Special Workshop and Meeting Minutes May 25, 2006: Amended Agenda Item 7.1; Congestion Mitigation & Air Quality (CMAQ) Program: Advance Programming. Furger indicated that there is a technical correction regarding the motion that approved the four CMAQ projects that should include four resolutions that encapsulate the Board action included in the motion. The resolutions are required by MTC and will be delivered to them. The resolutions will be attached to the minutes.

6.1 Financial Reports

6.2 Plans and Programs Committee

6.3.1 Transportation Fund for Clean Air (TFCA) Program Extension Request: City of Oakland – Oakland CGN Refueling Station (03ALA08)

6.2.1 Federal STP/CMAQ Program: At Risk Report

6.2.2 State Transportation Improvement Program (STIP): Quarterly At Risk Report

6.2.3 Regional Measure 2 (RM2): Project 32, I-580 Tri-Valley Rapid Transit Corridor Improvements: Define Subprojects and Request for Allocation

6.2.4 Regional Measure 2 (RM2): Project 29, Regional Express Bus Service for Bridge Corridors: Revise IRP's and Request for Allocations

6.4 Administration & Legislation Committee

6.4.1 Executive Director's Performance Objectives for Fiscal Year 2006-2007

6.4.2 Central County Freeway Study: Consultant Services

6.4.3 Tri-Valley Triangle Study: Consultant Services

A motion was made by Wasserman to accept the minutes as amended per Agenda Item 6.1 and approve the Consent Calendar; a second was made by Worthington. The motion passed as follows: (30 – aye, 0 – nay, 4 absent, 0 – abstain) AC Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – absent, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye, City of Emeryville (1) – aye, City of Fremont (4) – aye, City of Hayward (3) – absent, City of Livermore (2) – aye, City of Newark (1) – aye, City of Oakland (8) – aye, City of Piedmont (1) – aye, City of Pleasanton (1) – aye, City of San Leandro (2) – aye, City of Union City (1) – aye

7.0 PLANS AND PROGRAMS COMMITTEE REPORT

7.1 State Infrastructure Bond Package

Furger reviewed the State Infrastructure Bond Package and presented the three (3) action items:

1. Review and comment on the draft initial list of candidate projects to be considered for funding.
2. Approve the programming of up to $1 million in CMA TIP funds for consultant support to complete initial project scoping and cost estimating work on selected candidate projects.
3. Approve the modification of the Policy Working Group to include: Four members each designated by the CMA Board and the ACTIA Board and one representative each from EDAB, the Port of Oakland, Caltrans and MTC.

The Task Force agreed to meet on July 27th between the Board meetings of ACTIA and the CMA. A motion was made by Haggerty to approve the action items; a second was made by Worthington. The motion passed unanimously.

7.2 Lifeline Transportation Program: Recommended Projects

Stark briefly summarized the Lifeline Transportation Fund program of projects for approximately $4.9 million for five projects that result in improved mobility for low-income residents. Jan Garrett of the Ed Roberts Campus expressed to the Board her thanks for this program of projects. Stark requested that the Board approve the funds for the five projects. A motion was made by Haggerty to approve the Lifeline Transportation Fund program; a second was made by Reid. The motion passed as follows: (30 – aye, 0 – nay, 4 absent, 0 – abstain) AC Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – absent, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye, City of Emeryville (1) – aye, City of Fremont (4) – aye, City of Hayward (3) – absent, City of Livermore (2) – aye, City of Newark (1) – aye, City of Oakland (8) – aye, City of Piedmont (1) – aye, City of Pleasanton (1) – aye, City of San Leandro (2) – aye, City of Union City (1) – aye

7.3 Countywide Transportation Plan: Requests from City of Fremont and Union City for Amendments

Furger requested that the Board approve the modifications to the Countywide Transportation Plan as requested by the City of Fremont and the City of Union City. A motion was made by Wasserman to approve the modifications to the CWTP; a second was made by Haggerty. The motion passed as follows: (30 – aye, 0 – nay, 4 absent, 0 – abstain) AC Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – absent, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye, City of Emeryville (1) – aye, City of Fremont (4) – aye, City of Hayward (3) – absent, City of Livermore (2) – aye, City of Newark (1) – aye, City of Oakland (8) – aye, City of Piedmont (1) – aye, City of Pleasanton (1) – aye, City of San Leandro (2) – aye, City of Union City (1) – aye.

8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS

There were no items discussed.

9.0 OTHER BUSINESS

There were no reports.

10.0 ADJOURNMENT

Chair Reid adjourned the meeting until *Thursday, July 27, 2006 at 3:30 p.m.*

Attest By:

Christina Muller, Board Secretary

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
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CMA BOARD MEETING
ROSTER OF MEETING ATTENDANCE
JUNE 22, 2006
CMA OFFICES
OAKLAND, CALIFORNIA

CMA BOARD MEMBERS	Initials	ALTERNATES	Initials
Larry Reid, Chair – City of Oakland		N/A	
Scott Haggerty, Vice Chair – Alameda County Supervisor		N/A	
Dolores Jaquez – AC Transit		Dennis Hayashi– AC Transit	
Tom Blalock - BART		Zoyd Luce, BART	
Nate Miley -- Alameda County Supervisor		N/A	
Beverly Johnson – City of Alameda		Frank Matarrese, City of Alameda	
Allan Maris, City of Albany		Farid Javandel, City of Albany	
Kriss Worthington – City of Berkeley		Tom Bates - City of Berkeley	
Janet Lockhart, City of Dublin		Kasie Hildenbrand, City of Dublin	
Ruth Atkin – City of Emeryville		Ken Bukowski – City of Emeryville	
Robert Wasserman – City of Fremont		Dominic Dutra – City of Fremont	
Roberta Cooper – City of Hayward		Olden Hensen - City of Hayward	
Marshall Kamena – City of Livermore		Marjorie Leider -- City of Livermore	
Luis Freitas – City of Newark		Ana Apodaca – City of Newark	
John Chiang – City of Piedmont		Dean Barbieri – City of Piedmont	
Jennifer Hosterman -- City of Pleasanton		Matt Sullivan -- City of Pleasanton	
Shelia Young – City of San Leandro		Orval Badger – City of San Leandro	
Mark Green – City of Union City		Manual Fernandez – City of Union City	

CMA STAFF			
Dennis Fay, Executive Director		Bill Jeng, Senior Transportation	
Frank Furger, Deputy Director		Vivek Bhat, Assoc Transportation Engineer	
Jean Hart, Deputy Director		Sammy Ng, Accountant	
Cyrus Minoofar, Principal Trans. Engineer		Victoria Winn, Administrative Assistant, Planning	
Matt Todd, Senior Trans Engineer		Claudia Magadan, Admin Assist, Programming & Project	
Diane Stark, Senior Trans Planner		Jacki Taylor, Admin Assist, Programming & Project	
Saravana Suthanthira, Assoc Trans Planner		Martin Lanner, Information Technology Specialist	
Yvonne Chan, Accounting Manager		Myrna Portillo, Receptionist	
Christina Muller, Office Mgr, Board Secretary			
Zack Wasserman, Wendel, Rosen, Black & Dean			
Neal Parish, Wendel, Rosen, Black & Dean			
Stefan Garcia, Principal Trans Engineer			
Beth Walukas, Senior Trans Planner			
Liz Brazill, Contracts Administrator			

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CMA BOARD
ROSTER OF ATTENDANCE
JUNE 22, 2006 CMA OFFICES
OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1	Bob Vinn	Livermore	9259604516	bgvinn@ci.livermore.ca.us
2.	Catherine Francisco	West Oakland Library	238-7352	
3.	Kunle Odumade	Fremont	510.494.4746	Kodumade@ci.fremont.ca.us
4.	FRANCIS LO	TY LIN	510-457-3038	FLO@TYLIN.COM
5.	Elinor Bochon	Oakland Chamber	874-4800	ppintern@oaklandchamber.com
6.	James O'Brien	ACCMA Project Manager	(510)502-4357	jgmoseadvancepd.com
7.	Tina Spencer	AC Transit	510.891.4754	tspencer@actransit.org
8.	Joanne Parker	BART	510.287.4795	jparker@bart.gov
9.	CHARLIE TOMLINSON	HAYWARD	YES	
10.	Jon Garrett	ERC	510-841-4776	jgarrett@CILBerkeley.org
11.	Pat Mossburg	Oak/Laury Reid	238-7513	pmossburg@oaklandnet.com
12.	Matt Kelly			
13.				
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ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
TOTAL REVENUE & EXPENDITURE REPORT
June 2006

Project Description	Period to Date Actual	Year to Date Actual	FY 2005/2006 Budget	% Used	Budget Variance
Fees - City of Alameda	-	23,010	23,010	100.00%	-
Fees - City of Oakland	-	126,554	126,554	100.00%	-
Fees - City of Piedmont	-	3,420	3,420	100.00%	-
Fees - City of Pleasanton	-	20,619	20,619	100.00%	-
Fees - City of San Leandro	-	25,021	25,021	100.00%	-
Fees - City of Union City	-	21,597	21,597	100.00%	-
Fees - Alameda County	-	318,344	318,344	100.00%	-
Fees - City of Albany	-	5,154	5,154	100.00%	-
Fees - City of Berkeley	-	32,118	32,118	100.00%	-
Fees - City of Dublin	-	11,769	11,769	100.00%	-
Fees - City of Emeryville	-	2,354	2,354	100.00%	-
Fees - City of Fremont	-	64,197	64,197	100.00%	-
Fees - City of Hayward	-	44,436	44,436	100.00%	-
Fees - City of Livermore	-	24,125	24,125	100.00%	-
Fees - City of Newark	-	13,497	13,497	100.00%	-
Revenue - Program	4,283,647	25,677,454	32,429,836	79.18%	6,752,382
Revenue - Interest	2,556	30,301	20,000	151.51%	(10,301)
Revenue - Miscellaneous	1,833	18,841	20,000	94.20%	1,159
Total Revenue	**$ 4,288,036**	**$ 26,462,810**	**$ 33,206,051**	**79.69%**	**$ 6,743,241**
Salaries and Wages	104,688	1,158,173	1,160,000	99.84%	1,827
Employee Benefits	83,908	515,538	518,500	99.43%	2,962
Salary Related Expenses	7,645	64,450	65,000	99.15%	550
Computer Support	774	25,055	40,000	62.64%	14,945
Website Services	-	10,864	15,000	72.42%	4,137
Office Space	27,487	305,319	290,000	105.28%	(15,319)
Business Insurance	-	9,354	10,000	93.54%	646
Prof Services - Legal	896	49,839	97,000	51.38%	47,161
Prof Services - Audit/Acctg.	-	28,167	60,000	46.95%	31,833
Accounting Software Support	-	2,787	4,100	67.98%	1,313
Temporary Employee	-	32,128	30,000	107.09%	(2,128)
Interest Expenses	2,152	33,738	50,000	67.48%	16,262
Postage/Reproduction	1,105	11,520	25,000	46.08%	13,480
Office Expenses/Equipment Leases	9,688	130,512	140,000	93.22%	9,488
Misc. Expenses	103	2,338	3,000	77.94%	662
Transportation/Travel/Special Events	6,160	59,430	65,000	91.43%	5,570
Training	-	9,464	10,000	94.64%	536
EDAB Membership	-	5,000	5,000	100.00%	-
Total Project Expenditures	2,672,761	23,144,058	29,913,974	77.37%	6,769,916
Consultants: On Call	5,231	40,278	30,000	134.26%	(10,278)
Office Furniture/Equipment	-	53,417	72,000	74.19%	18,583
Building Improvements	-	2,875	156,000	1.84%	153,125
DBE	11,570	51,592	40,000	128.98%	(11,592)
Legislative Advocacy	16,432	93,881	97,500	96.29%	3,619
Board Meeting Per Diems	4,250	39,325	40,000	98.31%	675
Total Expenditure	**$ 2,954,850**	**$ 25,879,101**	**$ 32,937,074**	**78.57%**	**$ 7,057,973**
Reserved Fund (Altamont Commuter Exp.)	-8,859	429,236	243,704	176.13%	(185,532)
Excess Revenue over (under) Expenditures	**$ 1,342,044**	**$ 154,474**	**$ 25,273**	**611.22%**	**(129,201)**

***This is not an audited financial statement.**

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
PROJECT REVENUE REPORT
June 2006

Project Description	Period to Date Revenue	Year to Date Revenue	FY 2005/2006 Budget	% Used	Budget Variance
TEA 21 Plannning Support	185,841	639,146	460,000	138.94%	(179,146)
Transportation & Land Use	30,500	150,000	151,300	99.14%	1,300
Countywide Bicycle MTC	-	20,000	20,000	100.00%	-
Community Based Transportation	-	60,000	100,000	0.00%	40,000
Subtotal MTC	**$ 216,341**	**$ 869,146**	**$ 731,300**	**118.85%**	**$ (137,846)**
Route 84 HOV On-Ramp	-	12,700	4,500	282.21%	(8,200)
Route 84 Hov Extension	450	17,419	20,000	87.09%	2,581
I-880 Grand Ave. Signal	143,502	543,428	1,024,600	53.04%	481,172
Rt. 84 Ardenwood Park	86,042	173,304	1,601,840	10.82%	1,428,536
I-880 N Safety Improvements	109,188	548,549	485,000	113.10%	(63,549)
I-580 EB HOV	939,691	3,278,637	3,216,400	101.93%	(62,237)
I-580 WB HOV & I-680	-	-	629,520	0.00%	629,520
Subtotal MTC-RM2	**$ 1,278,873**	**$ 4,574,036**	**$ 6,981,860**	**65.51%**	**$ 2,407,824**
Altamont Commuter Express Operating Cost	137,498	2,185,537	2,000,000	109.28%	(185,537)
Capital Improvement on ACE	155,452	155,452	35,000	0.00%	(120,452)
I-680 Smart PE/ENV (Phase 2)	-	341,303	390,000	87.51%	48,697
I-680 Smart PS&E (Phase 3)	-	48,472	515,000	9.41%	466,528
Central Freeway	-	24,000	100,000	24.00%	76,000
Countywide Bicycle Plan	-	15,645	30,000	52.15%	14,355
Subtotal ACTIA	**$ 292,950**	**$ 2,770,409**	**$ 3,070,000**	**90.24%**	**$ 299,591**
CMAQ: SMART Corridor O & M (Contra Costa)	-	222,943	220,000	101.34%	(2,943)
CMAQ: SMART Corridor O & M (Alameda)	-	272,880	330,000	82.69%	57,120
East Bay SMART Corridors Incident Management	-	100,000	128,900	0.00%	28,900
I-680 Sound Wall Construction	-	1,883,781	2,950,000	63.86%	1,066,219
I-680 North and Southbound Design	-	67,452	894,160	7.54%	826,708
I-580 HOV EIR & Project Report	-	400,460	855,400	46.82%	454,940
I-580/Tri-Valley Triangle Analysis	-	159,541	137,500	116.03%	(22,041)
I-680 Smart PSR	-	66,523	573,000	11.61%	506,477
I-680 Smart Lane VPPP	260,802	483,455	90,000	537.17%	(393,455)
STIP Project Monitoring	-	110,000	110,000	100.00%	-
Dynamic Ridesharing & Fair Lane	-	106,274	148,000	71.81%	41,726
Subtotal Caltrans	**$ 260,802**	**$ 3,873,311**	**$ 6,436,960**	**60.17%**	**$ 2,563,649**
Guaranteed Ride Home Program	-	65,928	137,000	48.12%	71,072
TFCA Administration	-	39,612	33,840	117.06%	(5,772)
East 14th/Int'l Blvd.-Transit Signal Priority (phase2&4)	-	402,242	301,500	133.41%	(100,742)
Subtotal TFCA Program	**$ -**	**$ 507,782**	**$ 472,340**	**107.50%**	**$ (35,442)**
Project Monitoring & Oversight	-	80,875	347,200	23.29%	266,325
I-680 North & Southbound Design	-	26,208	218,000	12.02%	191,792
I-680 Soundwall	-	194,404	565,960	34.35%	371,556
I-680 Soundwall Design	-	-	25,960	0.00%	25,960
ACCMA 2004 Countywide Model Update	-	95,263	291,000	32.74%	195,737
Tri-Valley Triangle Analysis	-	177,290	137,500	128.94%	(39,790)
Fair Lane & Dynamic Ridesharing	-	9,915	25,700	38.58%	15,785
I-880 North Safety Improvements	-	8,507	42,480	20.03%	33,973
East Bay SMART Corridors Incident Management	-	263,264	132,900	198.09%	(130,364)
SMART Corridors - Intel Project	215,320	2,474,566	2,760,000	89.66%	285,434
Travel Choice	32,566	114,700	60,000	191.17%	(54,700)
CMA TIP Administration	63,003	77,926	162,176	48.05%	84,250
Subtotal CMA TIP	**$ 310,889**	**$ 3,522,919**	**$ 4,768,876**	**73.87%**	**$ 1,245,957**
East 14th / Int'l Blvd -Transit Signal Priority (Phase 3)	-	210,016	301,500	69.66%	91,484
Travel Choice	-	-	45,000	0.00%	45,000
Telegraph Transit Signal Priority	492,342	492,342	244,000	201.78%	(248,342)
Subtotal TFCA Regional	**$ 492,342**	**$ 702,358**	**$ 590,500**	**118.94%**	**$ (111,858)**
Traffic Signal Upgrades (Broadway)	-	-	429,000	0.00%	429,000
INTEL Project (AC Transit: Measure B + RM2)	1,431,450	8,650,414	8,287,000	104.39%	(363,414)
San Pablo	-	151,501	480,000	31.56%	328,499
Grand Ave (TFCA)	-	-	105,000	0.00%	105,000
Subtotal AC Transit	**$ 1,431,450**	**$ 8,801,915**	**$ 9,301,000**	**94.63%**	**$ 499,085**
Tri-Valley Triangle Analysis	-	-	71,000	0.00%	71,000
West CAT AVL	-	55,577	6,000	926.28%	(49,577)
Subtotal Others	**$ -**	**$ 55,577**	**$ 77,000**	**72.18%**	**$ 21,423**
TOTAL REVENUE	**$ 4,283,647**	**$ 25,677,454**	**$ 32,429,836**	**79.18%**	**$ 6,752,382**

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
PROJECT EXPENDITURE REPORT
June 2006

Project Description	Period to Date Expenses	Year to Date Expenses	FY2005/2006 Budget	% Used	Budget Variance
Funding & Programming	15,354	63,071	52,000	121.29%	(11,071)
Countywide Transportation Plan	1,440	7,421	25,000	29.69%	17,579
CMA Travel Model Support		-	15,000	0.00%	15,000
Dynamic Ride Share		652	-	0.00%	(652)
Congestion Mgmt Prog.		33,471	25,000	133.89%	(8,471)
Transportation & Land Use	-	3,768	26,300	14.33%	22,532
Countywide Bicycle MTC	-	19,526	16,000	122.03%	(3,526)
Community Based Transportation	11,395	67,959	100,000	0.00%	32,041
Subtotal MTC	**$ 28,189**	**$ 195,868**	**$ 259,300**	**75.54%**	**$ 63,432**
Rt. 84 Dumbarton HOV On-Ramp	-	4,869	3,000	162.30%	(1,869)
Rt. 84 Dumbarton HOV Extension	-	5,098	5,000	101.96%	(98)
Grand Ave. Signal Modification	80,835	467,585	990,420	47.21%	522,835
Rt. 84/Ardenwood Park & Ride	80,843	167,093	1,579,000	10.58%	1,411,907
I-880 North Safety Improvements	82,534	484,696	435,000	111.42%	(49,696)
I-580 EB HOV Design	922,046	2,945,434	3,000,000	98.18%	54,566
I-580 WB HOV & I-680 Connector	2,259	124,752	500,000	24.95%	375,248
Subtotal MTC-RM2	**$ 1,168,516**	**$ 4,199,527**	**$ 6,512,420**	**64.48%**	**$ 2,312,893**
Altamont Commuter Express Operating Cost	146,357	1,756,301	1,756,296	100.00%	(5)
Capital Improvement on ACE	155,452	155,452	35,000	0.00%	(120,452)
I-680 Smart PE/ENV (Phase 2)	49,586	303,002	390,000	77.69%	86,998
I-680 Smart PS&E (Phase 3)	237	11,645	515,000	2.26%	503,355
Central Alameda County Fwy	2,973	26,267	26,000	0.00%	(267)
Countywide Bicycle Plan	79	26,346	25,000	105.38%	(1,346)
Subtotal ACTIA	**$ 354,684**	**$ 2,279,013**	**$ 2,747,296**	**82.95%**	**$ 468,283**
CMAQ: SMART Corridor O & M (Contra Costa)	-	191,198	200,000	95.60%	8,802
CMAQ: SMART Corridor O & M (Alameda)	-	299,741	300,000	99.91%	259
East Bay SMART Corridors Incident Management	1,102	75,297	128,900	58.42%	53,603
I-680 Sound Wall Construction	-	1,841,258	2,950,000	62.42%	1,108,742
I-680 North and Southbound Design	949	33,050	810,000	4.08%	776,950
I-580 HOV EIR & Project Report	-	400,460	720,000	55.62%	319,540
I-580/Tri-Valley Triangle Analysis	-	159,617	137,500	116.09%	(22,117)
I-680 Smart PSR	-	-	401,000	0.00%	401,000
I-680 Smart Lane VPPP	65,228	420,344	90,000	0.00%	(330,344)
STIP Project Monitoring	-	73,092	50,000	146.18%	(23,092)
Dynamic Ridesharing/Fair Lane	11,647	110,408	144,500	76.41%	34,092
Subtotal Caltrans	**$ 78,926**	**$ 3,604,465**	**$ 5,931,900**	**60.76%**	**$ 2,327,435**
Guaranteed Ride Home Program	7,861	66,635	125,000	53.31%	58,365
TFCA Administration	22,149	75,368	50,000	150.74%	(25,368)
East 14th/Int'l Blvd.-Transit Signal Priority (phase2&4)	-	275,568	291,516	94.53%	15,948
Subtotal TFCA Program	**$ 30,010**	**$ 417,570**	**$ 466,516**	**89.51%**	**$ 48,946**
Project Monitoring & Oversight	46,822	161,409	237,600	67.93%	76,191
I-680 North & Southbound Design	6,082	26,171	200,000	13.09%	173,829
I-680 Soundwall	7,850	200,412	540,000	37.11%	339,588
ACCMA 2004 Countywide Model Update	-	152,768	286,000	53.42%	133,232
Tri-Valley Triangle Analysis	-	158,619	137,500	115.36%	(21,119)
Travel Choice	-	107,342	56,500	0.00%	(50,842)
Dynamic Ridesharing	-	-	25,700	0.00%	25,700
East Bay SMART Corridors Incident Management	800	23,193	132,900	17.45%	109,707
SMART Corridors - Intel Project	-	2,259,246	2,668,608	84.66%	409,362
CMA TIP Administration	42,563	112,741	54,696	206.12%	(58,045)
Subtotal CMA TIP	**$ 104,117**	**$ 3,201,900**	**$ 4,339,504**	**$ 1**	**$ 1,137,604**
East 14th/Int'l Blvd -Transit Signal Priority (Phase 3)	-	8,090	291,516	2.78%	283,426
Travel Choice	-	78,357	45,000	174.13%	(33,357)
Telegraph Transit Signal Priority	-	492,343	235,936	208.68%	(256,407)
Subtotal TFCA Regional	**$ -**	**$ 578,789**	**$ 572,452**	**101.11%**	**$ (6,337)**
Traffic Signal Upgrades (Broadway)	-	148,436	414,792	35.79%	266,356
INTEL Project (AC Transit: Measure B + RM2)	917,608	8,473,575	8,036,632	105.44%	(436,943)
San Pablo	18,901	207,311	452,262	45.84%	244,951
Grand Ave (TFCA)	-	-	103,900	0.00%	103,900
Subtotal AC Transit	**$ 936,509**	**$ 8,829,322**	**$ 9,007,586**	**98.02%**	**$ 178,264**
Tri-Valley Triangle Analysis	-	-	71,000	0.00%	71,000
West CAT AVL	-	-	6,000	0.00%	6,000
Subtotal Others	**$ -**	**$ -**	**$ 77,000**	**0.00%**	**$ 77,000**
TOTAL PROJECT EXPENDITURES	**$ 2,672,761**	**$ 23,144,058**	**$ 29,913,974**	**77.37%**	**$ 6,769,916**

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
TRANSPORTATION FUND FOR CLEAN AIR
FOR THE MONTH ENDING JUNE 30, 2006

FISCAL YEAR	PREVIOUS BALANCE	CURRENT MONTH	PROGRAM BALANCE
Unexpended Funds as of June 30, 2000	$ 6,313,045	$ -	$ 6,313,045
(per BAAQMD audited statement)			
FY 00/01 REVENUE	1,812,278	-	1,812,278
FY 01/02 REVENUE	1,861,637	-	1,861,637
FY 02/03 REVENUE	1,856,267	-	1,856,267
FY 03/04 REVENUE	1,770,510	-	1,770,510
FY 04/05 REVENUE	1,838,222	-	1,838,222
FY 05/06 REVENUE	-	-	-
Interest Income 00/01	341,255	-	341,255
Interest Income 01/02	133,243	-	133,243
Interest Income 02/03	69,491	-	69,491
Interest Income 03/04	47,004	-	47,004
Interest Income 04/05	43,736	-	43,736
Interest Income 05/06	85,397	7,750	93,147
FY 00/01 EXPENDITURES	(793,624)	-	(793,624)
FY 01/02 EXPENDITURES	(3,815,028)	-	(3,815,028)
FY 02/03 EXPENDITURES	(2,700,791)	-	(2,700,791)
FY 03/04 EXPENDITURES	(2,787,984)	-	(2,787,984)
FY 04/05 EXPENDITURES	(2,709,598)	-	(2,709,598)
FY 05/06 EXPENDITURES:			
City of Alameda - G	-	-	-
City of Albany - G	-	-	-
City of Berkeley - G	(25,349)	(26,759)	(52,108)
City of Dublin - G	-	-	-
City of Emeryville - G	-	-	-
City of Fremont - G	(39,963)	(9,643)	(49,606)
City of Hayward - G	(104,237)	-	(104,237)
City of Oakland - G	(141,843)	-	(141,843)
City of Pleasanton - G	-	-	-
City of Piedmont - G	-	-	-
City of San Leandro - G	-	-	-
City of Livermore - G	(13,278)	-	(13,278)
City of Newark - G	-	-	-
City of Union City - G	-	-	-
County of Alameda - G	(402,242)	-	(402,242)
Discretionary:		-	-
AC Transit	-	-	-
ACCMA - SMART Corr.	-	-	-
LAVTA	(6,814)	-	(6,814)
CMA Administrative Cost	(101,727)	-	(101,727)
CMA Guaranteed Ride Home	(68,188)	(18,168)	(86,356)
City of Oakland	-	-	-
Misc. Expenses	-	-	-
BALANCE AS OF JUNE 30, 2006	**$ 2,461,419**	**$ (46,820)**	**$ 2,414,599**

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
EXCHANGE PROGRAM
FOR THE MONTH ENDING JUNE 30, 2006

FISCAL YEAR	PREVIOUS BALANCE	CURRENT MONTH	PROGRAM BALANCE
FY 01/02 REVENUE	$ 23,204,398	$ -	$ 23,204,398
FY 02/03 REVENUE	10,880,691	-	10,880,691
FY 03/04 REVENUE	3,009,558	-	3,009,558
FY 04/05 REVENUE	1,236,204	-	1,236,204
FY 05/06 REVENUE	4,558,000	-	4,558,000
Interest Income 01/02	279,794	-	279,794
Interest Income 02/03	576,242	-	576,242
Interest Income 03/04	485,961	-	485,961
Interest Income 04/05	586,222	-	586,222
Interest Income 05/06	828,942	129,324	1,042,856
FY 01/02 EXPENDITURES	(1,140,453)	-	(1,140,453)
FY 02/03 EXPENDITURES	(654,945)	-	(654,945)
FY 03/04 EXPENDITURES	(8,696,250)	-	(8,696,250)
FY 04/05 EXPENDITURES	(3,955,062)	-	(3,955,062)
FY 05/06 EXPENDITURES:			
Alameda County CMA	(3,252,646)	(758,259)	(4,191,800)
City of Dublin	-	-	-
City of San Leandro	-	-	-
City of Berkeley	(199,990)	-	(199,990)
Union City	(134,422)	-	(134,422)
AC Transit	-	-	-
City Car Share	(3,832)	-	(3,832)
BART	(42,642)	-	(42,642)
Misc. Expenses	(318)	(167)	(581)
BALANCE AS OF JUNE 30, 2006	**$ 27,565,452**	**$ (629,102)**	**$ 26,839,949**

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

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Quarterly Investment Report
For the Quarter: April1- June 30, 2006

Security Type	Issuer	Credit Rating	Yield to Maturity	Purchase Date	Maturity Date	Purchase Price/Cost	Yield at Maturity
1. Comm. Paper	Gen'l Elec.Cap.Corp.	A1+/P1	4.72%	3/31/06	7/17/06	1,996,691	28,310
2. Corp. Security	Citigroup Corp. Bond	Aa1/AA-	4.52%	2/6/06	8/09//06	1,245,977	28,502
3. Comm. Paper	Gen. Elec. C.C.	A1+/P1	4.88%	2/14/06	8/15/06	4,999,012	120,988
4. Discount Note	FFCB	Aaa/AAA	4.91%	3/06/06	9/01/06	2,962,290	69,210
5. Comm. Paper	UBS Finance	A1+/P1	4.86%	3/15/06	9/18/06	1,920,779	48,221
6. Discount Note	FHLMC	Aaa/AAA	4.83%	3/07/06	9/19/06	3,099,493	80,507
7. Comm Paper	Gen'l Elec.Cap.Serv.	A1+/P1	5.25%	5/22/06	10/19/06	2,008,822	43,477
8. Discount Note	FHLMC	Aaa/AAA	4.70%	12/1/05	11/1/06	4,999,209	215,791
9. Discount Note	FHLMC	Aaa/AAA	5.27%	6/14/06	12/13/06	999,950	26,050
Subtotal Investments (at cost)			4.85% (ave.)			24,232,223	$661,056
10. U S Gov't Money Market Fund (Custodial Account)						14,450	
11 Local Agency Investment Fund						4,804,909	(as of 6/31/06)
Total Invested						$29,051,582	

Yvonne Chan, Auditor/Treasurer

7/6/06
Date

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Summary of Contracts (>$25,000) Awarded/ Amended in FY 2005/2006 through June 2006

Professional Services

Project/Contract Name	Contract Type/ Service	Contract Number	Contract Date	Prime	Subs	Firm Location	Fund Source	Total $ Amount	Alameda Local Business	East Bay Local Business	SB Firm	DBE Firm (Y or N)	Fed DBE Goal	% DBE
I-880 North Safety Improvement	Design	A05-008	7/8/05	Korve Eng.		Oakland, CA	RM2	$ 369,220	$ 369,220	$ 369,220		N		
				RBF		Walnut Creek, CA		$ 320,820	$ -	$ 320,820		N		
					VSCE Inc.									
					Land Unity Council	Oakland, CA		$ 91,354	$ 91,354	$ 91,354	$ 91,354	Y		
					Wilson, Ihrig and Assoc	Oakland, CA		$ 40,620	$ 40,620	$ 40,620	$ 40,620	N		
					Ninyo and Moore	Oakland, CA		$ 20,542	$ 20,542	$ 20,542		N		
					Universal Field Serv., In	Sacramento, CA		$ 10,960	$ -	$ -		N		
					Hammon Jenson & Wal	Oakland, CA		$ 7,600	$ 7,600	$ 7,600		N		
					Jones & Stokes	Oakland, CA		$ 47,803	$ 47,803	$ 47,803		N		
							Contract A05-008 Total:	$ 908,919	$ 577,139	$ 897,959	$ 131,974		NA	10%
Grand MacArthur	Engineering Analysis	A05-016	7/27/05	DKS		Oakland, CA	RM2	$ 513,779	$ 513,779	$ 513,779	$ -	N		
		Amend No. 1	5/25/06					$ 320,000	$ 320,000	$ 320,000				
							Contract A05-016 Total:	$ 513,779	$ 513,779	$ 513,779	$ -		NA	0%
West Oakland Community Based Transportation Plan	Planning	A05-017	8/24/05	MIG		Berkeley, CA	MTC/STA (non-federal)	$ 46,000	$ 46,000	$ 46,000		N		
					Harvey Goldstrom	Oakland, CA		$ 7,000	$ 7,000	$ 7,000		N		
					Elmwood Consulting	Oakland, CA		$ 7,000	$ 7,000	$ 7,000		N		
							Contract A05-017 Total:	$ 60,000	$ 60,000	$ 60,000	$ -		NA	0%
I-680 Smart Carpool Marketing & Research	Marketing/ Research	A05-022	8/25/05	Don Solem & Associates		San Francisco, CA	ACTIA	$ 25,790				N		
					Frank Wilson & Assoc.	San Juan Capistr., CA		$ 17,400			$ 17,400	N		
					Jeremy Law	San Juan Capistr., CA		$ 6,700				N		
							Contract A05-022 Total:	$ 49,890	$ -	$ -	$ 17,400		NA	0%
2005 Update County Wide Bike Plan	Planning	A05-019	8/24/05	Beth Walukas		Oakland, CA	ACTIA/TDA	$ 44,000	$ 44,000	$ 44,000	$ -	N		
							Contract A05-019 Total:	$ 44,000	$ 44,000	$ 44,000	$ -		NA	0%
SMART Corridors	System Integrator /Manager	A00-007	Amended	Kimley-Horn		Oakland, CA	95% State & Local;							
		Amend No. 6	10/27/05				5% Federal	$ 360,000	$ 360,000	$ 360,000				
							Amendment No. 6 to Contract A00-007 Total:	$ 360,000	$ 360,000	$ 360,000	$ -		20%	0%
Rapid Bus Program Implementation	Project Management	A04-020	Amended	Kimley-Horn		Oakland, CA	95% State & Local; 5% Federal	$ 273,050	$ 273,050	$ 273,050		N		
		Amend No. 1	12/22/05		Circle Point (PAM)	San Francisco, CA		$ 128,705			$ 128,705	N		
					Nelson/Nygaard	San Francisco, CA		$ 150,575			$ 150,575	Y		
					CoValuate	Oakland, CA		$ 65,900	$ 65,900	$ 65,900		N		
					GRS & Associates	Mill Valley, CA		$ 16,000				N		
							Amendment No. 1 to Contract A04-020 Total:	$ 634,230	$ 338,950	$ 338,950	$ 279,280		1%	24%
Financial Management	Financial Consulting	A05-042	1/5/06	GRS & Associates		Mill Valley, CA	CMA General Fund	$ 50,000						
							Contract A05-42 Total:	$ 50,000	$ -	$ -	$ -			
2006 LOS Monitoring	Traffic Data Collection	A06-008	3/23/06	Carter-Burgess		Oakland, CA	MTC, Federal	$ 27,977	$ 28,105	$ 28,105	$ -	N		
					Traffic Research & Analysis, Inc.	Roseville, CA		$ 26,773	$ -	$ -	$ 26,895	Y		
							Contract A06-008 Total:	$ 54,750	$ 28,105	$ 28,105	$ 26,895		4%	49%

Summary of Contracts (>$25,000) Awarded/ Amended in FY 2005/2006 through June 2006

Professional Services, continued

Project/Contract Name	Contract Type/ Service	Contract Number	Contract Date	Prime	Subs	Firm Location	Fund Source	Total $ Amount	Alameda Local Business	East Bay Local Business	SB Firm	DBE Firm (Y or N)	Fed DBE Goal	% DBE
Contracting Consulting	Contracting	A06-011	3/31/06	Anue Management		Oakland, CA	CMA General Fund	$ 28,325	$ 28,325	$ 28,325	$ -	N		
							Contract A06-011 Total:	$ 28,325	$ 28,325	$ 28,325	$ -		NA	0%
Dynamic Ridesharing	Project Management	A06-017 Amended	5/18/06	Beth Walukas		Oakland, CA	CMA TIP	$ 29,700	$ 29,700	$ 29,700	$ -	N	NA	0%
							Contract A06-017 Total:	$ 29,700	$ 29,700	$ 29,700	$ -			
Ardenwood Park & Ride Lot	Design	A06-013	5/26/06	Korve Eng.		Oakland, CA	RM2	$ 136,102	$ 136,102	$ 136,102		N		
					Merrill Morris	San Francisco, CA		$ 18,930			$ 18,930	Y		
					GTS	Dublin, CA		$ 22,131	$ 22,131	$ 22,131	$ 22,131	Y		
					Advance Design Consul	San Jose, CA		$ 16,540			$ 16,540	Y		
					Parikh Consultants, Inc.	Milpitas, CA		$ 6,297			$ 6,297	Y		
							Contract A06-013 Total:	$ 200,000	$ 158,233	$ 158,233	$ 63,898		NA	32%
							Professional Services Total:	$ 2,933,593	$2,138,231	$2,459,051	$ 519,447			
									73%	84%	18%			11%

Construction

Project/Contract Name	Contract Type/ Service	Contract No. Amend No. or Change Order (C.O.) No.	Contract Date	Prime	Subs	Firm Location	Fund Source	Total $ Amount	Alameda Local Business	East Bay Local Business	SBE Firm	DBE Firm (Y or N)	Fed DBE Goal	% DBE
34th Ave Bus Stop Modification	Construction	A05-015 CO Nos. 1 & 2	6/13/05	Simco Construction		Oakland, CA	ACTransit	$ 9,386	$ 9,386	$ 9,386	$ 9,386	Y		
								$ 9,386	$ 9,386	$ 9,386	$ 9,386		NA	100%
INTEL Equipment	Equipment	A05-031 Includes CO Nos. 1 - 4	6/28/05	McCain Traffic Supply		Sacramento, CA	95% State or Local; 5% Federal	$ 139,111				N		
							Change Order Nos. 1-4 to Contract A05-03 Total:	$ 139,111	$ -	$ -	$ -		0%	0%
Rapid Bus Project Telegraph	Construction	A05-020 Includes CO Nos. 1 - 4	7/29/05	Steiny & Co.		Vallejo, CA	95% State & Local; 5% Federal	$ 2,904,602				N		
					Vargas & Esquivel	San Francisco, CA		$ 137,183			$ 137,183	Y		
					Diaz Corp.	San Jose, CA		$ 26,453			$ 26,453	Y		
					Titan	Redding, CA		$ 162,807			$ 162,807	Y		
					Norwood	Brentwood, CA		$ 181,641		$ 181,641		N		
							Contract A05-020 Total:	$ 3,412,685	$ -	$ 181,641	$ 326,443		10%	10%
Rapid Bus Project Broadway	Construction	A05-021 Includes CO Nos. 1 - 8	8/1/05	Ray's Electric		Oakland, CA	95% State & Local; 5% Federal	$ 619,496	$ 619,496	$ 619,496	$ 619,496	N		
					Bayline	Oakland, CA		$ 35,603	$ 35,603	$ 35,603		Y		
					William's Trucking	Oakland, CA		$ 7,121	$ 7,121	$ 7,121		Y		
					TPA Utility Sales	Oakland, CA		$ 49,844	$ 49,844	$ 49,844		Y		
							Contract A05-021 Total:	$ 712,064	$ 712,064	$ 712,064	$ 619,496		10%	13%

Summary of Contracts (>$25,000) Awarded/ Amended in FY 2005/2006 through June 2006

Construction, continued

Project/Contract Name	Contract Type/ Service	Contract Number	Contract Date	Prime	Subs	Firm Location	Fund Source	Total $ Amount	Alameda Local Business	East Bay Local Business	SB Firm	DBE Firm (Y or N)	Fed DBE Goal	% DBE
Rapid Bus Project E. 14th/ International	Construction	A05-038 Includes CO Nos. 1 - 5	10/6/05	Rosendin Electric		San Jose, CA	95% State & Local; 5% Federal	$ 3,419,261				N		
					Simco Construction	Oakland, CA		$ 420,332	$ 420,332	$ 420,332	$ 420,332	Y		
					Bass Electric	San Francisco, CA		$ 242,297			$ 242,297	N		
					Precision	San Jose, CA		$ 105,346				N		
					Diaz Corp.	San Jose, CA		$ 20,016			$ 20,016	Y		
					McDonald Engineering	Livermore, CA		$ 10,535	$ 10,535	$ 10,535		N		
					Adv. Cutting & Paving	Morgan Hill, CA		$ 8,428				N		
							Contract A05-038 Total:	$ 4,226,215	$ 430,867	$ 430,867	$ 682,645		10%	10%
Rapid Bus Project	Equipment	A05-033	10/4/05	EIS Electric Integrated Systems		Ontario, Canada	95% State & Local; 5% Federal	$ 90,382	$ -	$ -	$ -	N		
							Contract A05-034 Total:	$ 90,382	$ -	$ -	$ -		0%	0%
Rapid Bus Project	Equipment	A05-034	10/19/05	3M		Saint Paul, MN	95% State & Local; 5% Federal	$ 263,881	$ -	$ -	$ -	N		
							Contract A05-033 Total:	$ 263,881	$ -	$ -	$ -		0%	0%
Rapid Bus Project InTel	Construction Management	A04-022 Amend No. 1	12/23/04	Harris & Associates		Oakland, CA	95% State or Local; 5% Federal	$ 413,010	$ 826,020	$ 826,020	$ 826,020	N		
			Amended 11/17/05		Ghiradelli	Oakland, CA		$ 330,408				Y		
					SJR	Walnut Creek, CA		$ 82,602				Y		
							Amendment No. 1 to Contract A04-022 Total:	$ 826,020	$ 826,020	$ 826,020	$ 826,020		2%	50%
Uptown Transit Center	Construction	A06-014	4/20/06	NTK Construction		San Francisco, CA	95% State & Local; 5% Federal	$ 794,918	$ -	$ -		Y		
					F. Ferrando & Co.	S. San Francisco, CA		$ 560,000	$ -	$ -		Y		
					Pheonix Electric	San Francisco, CA		$ 224,000	$ -	$ -		Y		
					Crisp Co.	Fremont, CA		$ 12,000	$ 12,000	$ 12,000		N		
							Contract A06-014 Total:	$ 1,590,918	$ 12,000	$ 12,000	$ -		19%	99%
SMART Corridors Maintenance	Construction	A06-016	5/31/06	Republic Electric		Novato, CA	Federal	$ 350,000				N		
							Contract A06-016 Total:	$ 350,000	$ -	$ -	$ -		NA	0%
							Construction Total:	$11,620,662	$1,990,337	$2,171,978	$2,463,989			
									17%	19%	21%			25%

Report Notes:

- *This report includes all contracts over $25,000 awarded or amended from July 2005 through June 2006.*
- *This report excludes office rent, office utilities, and Agency benefits, and the Agency's Sacramento and D.C. Representatives.*
- *Contract #A06-002, has not been included in this report. In this contract between the CMA and TALC, the CMA is acting as the recipient agency for TALC's BAAQMD funds.*
- *For this report, to be listed as Small Business (SB) or Disadvantaged Business Enterprise (DBE), firms must be certified as such by Caltrans.*
- *If a contract was awarded prior to the reporting period of FY 05/06, only the contract amendments and change orders that were executed during FY 05/06 have been included in this report.*

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CMA Exchange Projects -Quarterly Status Report
June 2006

Board Agenda Item 6.3.4
Meeting Date: July 27, 2006

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 5/24/06)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status [1]	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	$ 20,182,500	$ 20,182,514	$ -	Done	E	
2	EX 2	AC Transit	Bus Component Rehab	STP	$ 4,000,000	$ 4,000,000	$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	$ 4,500,000		$ 4,500,000	12/31/08	D	
4	Ex 4	BART	Seismic Retrofit	STIP-RIP	$ 8,100,000	$ 8,100,000	$ -	Done	E	
5	Ex 5	Berkeley	Street Resurfacing	STP	$ 275,000		$ 275,000	12/31/07	D	
6	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	$ 4,230,000	$ 4,230,000	$ -	Done	E	
7	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	$ 2,196,900	$ 2,196,900	$ -	Done	E	
8	Ex 8	Fremont	Street Resurfacing	STP	$ 858,000		$ 858,000	12/31/07	D	
9	Ex 14	Fremont	Street Overlay -13 Segments	STP	$ 1,423,000		$ 1,423,000	12/31/08	D	
10	Ex 9	Livermore	Isabel Interchange	STIP-RIP	$ 3,600,000	$ 3,600,000	$ -	Done	E	
11	Ex 10	MTC	East Dublin County BART	STP	$ 750,000	$ 750,000	$ -	Done	E	
12	Ex 11	Union City	UC Intermodal Station	STIP-RIP	$ 9,314,000		$ 9,314,000	6/30/08	D	
				Totals:	**$ 59,429,400**	**$ 43,059,414**	**$ 16,370,000**			

Notes:

[1] E = Agreement Executed
A = Agreement Amendment in Process
D = Agreement in Draft Form
N = Agreement Not Initiated

Prepared by Advance Project Delivery Inc.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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July 27, 2006
Agenda Item 6.3.5

Date: July 17, 2006

To: CMA Board

From: Plans and Programs Committee

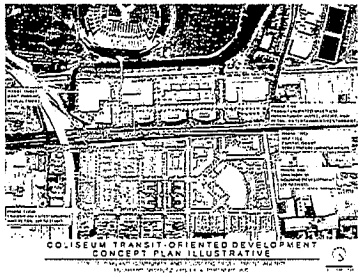
Subject: Transit Oriented Development Quarterly Report

Action Requested
It is requested that the Board accept the attached draft Transit Oriented Development (TOD) Quarterly Fund Monitoring Report and status of TOD projects. The report provides project and funding status of eight Transit Oriented Development projects identified in the Countywide Transportation Plan: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Dublin/Pleasanton, and Warm Springs.

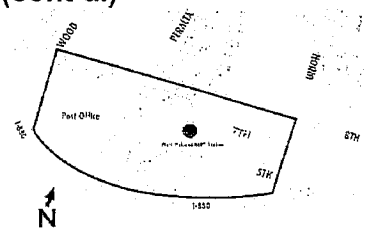
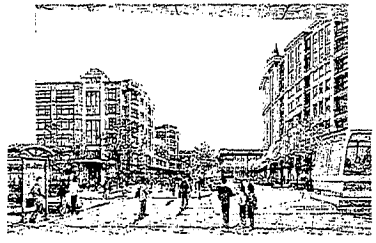
Next Steps
The next quarterly report will be presented to the CMA Board for acceptance at the October 26, 2006 meeting.

Discussion
The TOD Fund Monitoring Program was approved by the CMA Board in September 2005 to provide assistance to TOD project sponsors in monitoring fund requirements. The program provides a system to assist project sponsors in monitoring required activities related to the programming, allocation and expenditure of transportation funding at TOD sites. It provides Quarterly Fund Monitoring Reports to the project sponsors and the CMA Board.

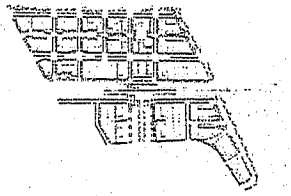
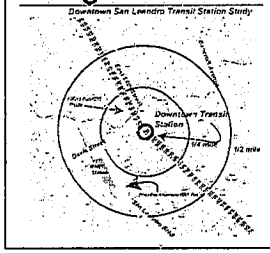
The attached, draft quarterly TOD Transportation Fund Monitoring Report is intended to assist project sponsors by highlighting timely use of funds provisions and other required activities related to funds that have been programmed. For the purposes of this report, funds are considered programmed if they are included in an official document showing a commitment of funding approved or adopted by the governing board responsible for the administration of the funds. The report is limited to programmed funds and is based on information provided by the sponsors and funding agencies such as the CMA, MTC, Caltrans and the CTC.

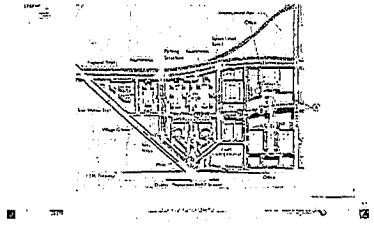
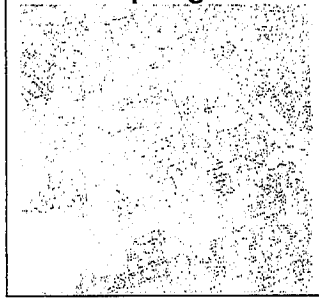
TOD Project[1]	1st Quarter - April 2006	2nd Quarter - July 2006	Obstacles	How Obstacles Addressed
Coliseum BART Transit Village  	*Funding:* CMA approved $1,385,000 in TLC funds for undergrounding and plaza improvements. *Project Development Agreements*: OEDC (non-profit developers) signed an exclusive negotiating agreement with City and an MOU with a major developer partner. OEDC is working on financials and project deliverables for the City's review. *Construction*: Coliseum Transit Hub Streetscape Improvement Project begun. *Next steps*: *Environmental*: Complete CEQA environmental document for transit village. *Construction*: Complete streetscape improvements by spring 2006.	*Funding:* Received EPA grant for additional Phase 1&2 assessment work for adjacent property. Applied for $2.1 million in regional TLC funds. *Project Development Agreements*: OEDC submitted financials and market feasibility studies for City review. *Environmental:* Phase II environmental testing complete for BART parking lot. *Construction*: Coliseum Transit Hub Streetscape Improvement Project in process. Next Steps: *Environmental*: Complete CEQA environmental for housing development and transportation improvements (begin fall 2006). *Construction*: Complete streetscape improvements by fall 2006. *TLC projects funded by CMA:* *Programming TLC funds*: Oakland will schedule CTC meeting to amend TLC projects into STIP 4 to 6 months before TLC projects are ready to go to bid (projects are ready with environmental and design complete) *Construction* (after funds programmed): Undergrounding 06/07. BART Plaza improvements 08/09.	Streetscape improvements delayed due to rain.	Streetscape improvements have continued.
W. Oakland BART TOD	*Funding:* CMA approved $1.3 million of TLC funding. *Design and development*	*Environmental*: City of Oakland scheduled a Caltrans Field Review for the Seventh Street Streetscape.	Determine NEPA requirements.	Met with environmental consultant and

[1] *This is a quarterly report of the eight TOD projects in the Alameda Countywide Transportation Plan. It does not inclue other TOD projects in progress in Alameda County.*

W. Oakland BART TOD (cont'd.) 	*plans* for Phase One of the Seventh Street Streetscape, (CMA TLC funds) is 50% complete *Next steps*: *Environmental*-schedule field review with Caltrans to determine environmental requirements.	Pending comments from the field review, NEPA will be completed. Phase I Environmental Assessment has been completed for three TOD sites within the CMA-funded Streetscape: 7th and Union, 7th and Mandela and the West Oakland BART Station site itself. *Next Steps*: *TLC projects funded by CMA:* *Programming TLC funds*: Oakland will schedule CTC meeting to amend TLC projects into STIP 4 to 6 months before TLC projects are ready to go to bid (projects are ready with environmental and design complete) *Design*—complete. *Construction* is expected in spring 2007, with completion mid-year, 2008.		scheduled field review with Caltrans 7/27/6.
MacArthur Transit Village 	*Funding:* CMA approved $1,147,000 TLC funds for 40th Streetscape and plaza improvements. *Environmental:* CEQA and NEPA have begun for the 800 unit project on 7 acres. A Categorical Exemption (NEPA requirements) has been initiated for the 40th Streetscape improvements, for which the CMA Board approved TLC funds. *Engineering and construction documents* for the project will be completed in FY 2007-08. *Construction* of the 40th Street improvements are planned in	*Environmental:* CEQA and NEPA review is underway for the 800-unit project on 7 acres. 40th Streetscape Improvements: A Categorical Exemption under both CEQA and NEPA requirements was granted (CMA approved TLC funds). The *design* work has begun for the 40th Street TLC improvements. *Access Plan*: City is working on an Access Plan for the MacArthur BART Station which will identify recommended improvements to the station to be completed as part of the Transit Village. Expected to be complete early 2007.	No obstacles now.	

MacArthur Transit Village (cont'd)	2007 and for the Transit Village in FY 2008-09.	*Next Steps*: CEQA and NEPA for transit village--complete in spring 2007. *TLC projects funded by CMA:* *Programming TLC funds*: Oakland will schedule CTC meeting to amend TLC projects into STIP 4 to 6 months before TLC projects are ready to go to bid (projects are ready with environmental and design complete) *Engineering and construction documents* for the transit village project schedule in FY 2007-08 *Construction* -Transit Village--begins in 2008 (partially funded by CMA's TLC). -40th Streetscape--summer 2007.		
Ashby/Ed Roberts Campus 	*Funding*: 78% complete. CMA approved $1.2 million TLC funds for the accessible elevator and pedestrian concourse plaza. *Environmental & Permits*: The City of Berkeley approved Use Permits and CEQA. *Design*: Schematic design drawings and design development drawings are 100% complete; construction drawings are 50% complete.	*Funding*: 78% complete. CMA and ACTIA approved $1.38 million in Lifeline funds and ACTIA approved $140,000 in Measure B Gap Grant funds. Next Steps: *TLC projects funded by CMA:* *Programming TLC funds*: Berkeley will schedule CTC meeting to amend TLC projects into STIP 4 to 6 months before TLC projects are ready to go to bid (projects are ready with environmental and design complete) *Lifeline Funded project*: Berkeley resolution due to MTC in fall 2006. *Construction*--spring 2007, opening date projected 2008.	Coordinating funding requirements with multiple fund sources.	Working with CMA TOD fund monitoring program to schedule compliance with key fund requirements.

Union City TOD (cont'd) 	*Funding:*CMA approved $2 million in TLC funds. *Environmental:* The Union City Passenger Rail EIR certified Feb. 2006. Draft EIR for 6-acre, 450-unit (75 units per acre) Avalon Bay development, comprising about 1/3 of new units at the Union City TOD, being circulated. *Design*: Construction drawings for BART Station Phase I - 60% complete. *Next Steps*: *Construction*: Site work for construction of new BART access road, the Decoto Connector, will begin summer 2006. BART site improvements to begin late 2006. Reconstruction of the west side of the BART station will begin mid-2007. Construction of Phase I is moving forward.	*Funding*: Union City applied for regional TLC funds. The City received technical assistance for a parking study from MTC. *Environmental:* The EIR for the six-acre, 450-unit (75 units per acre) Avalon Bay development, which comprises approximately 1/3 of the new units at the Union City Transit Oriented Development, has been reviewed by the Planning Commission and is scheduled for City Council. *Next Steps*, *Construction*: Site work for the construction of a new BART access road, the Decoto Connector, will begin summer 2006. BART site improvements are planned to begin in late 2006. The reconstruction of the west side of the BART station will begin in mid-2007. The construction of Phase I is moving forward.		
San Leandro Transit Village 	*Planning:* The Existing Conditions section of the Station Area Plan, funded by MTC, is complete. A market assessment was completed.	*Funding:* The City submitted an application for regional TLC funds. *Planning*: The Existing Conditions, Market Analysis and Land Use Alternatives reports have been prepared, distributed and discussed at 3 CAC meetings.	No obstacles now.	

Dublin/Pleasanton 	*Design*: The design is 90% complete. *Next Steps*: The final construction contract will be complete and utility relocation will begin in May 2006. *Construction*: Construction of the garage will begin this summer.	*Design*: 100% complete. Next Steps: The final construction contract will be complete and utility relocation will begin in July 2006. Alameda County Surplus Property Authority is working with CMA on a funding agreement. *Construction*: The construction of the garage is anticipated to begin this summer.	Funding agreement between Alameda County Surplus Authority and CMA for local funds.	Working with CMA to ensure funding agreement information is available.
Warm Springs BART TOD 	*Planning:* The existing conditions document is complete and Specific Plan is in progress as the land use project is being defined.	*Planning:* The existing conditions document is complete and Specific Plan process will being moving forward this fall when staffing issues are resolved. In the interim, Fremont has been and will continue to participate in the Fremont to San Jose/Santa Clara BART Corridor Working Group to evaluate how the corridor can meet MTC land use policies.	Staffing shortage Land use requirements for MTC's Resolution 3434 policy	Hiring staff for Specific Plan. Working with San Jose/Santa Clara Corridor Working Group to meet land use requirements throughout the corridor.

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

July 27, 2006
Agenda Item 6.3.6

Date: July 18, 2006

To: CMA Board

From: Plans and Programs Committee

Subject: RideNow Pilot Project: Draft Evaluation Report

Action Requested
It is recommended that the CMA Board (1) terminate the CMA's involvement in the RideNow program, (2) accept the recommendations in the attached Executive Summary from the RideNow Evaluation Report, including an additional recommendation made by the Plans and Programs Committee to request MTC to consider ridesharing programs in areas outside the Bay Area region that contribute to congestion in the Bay Area, and (3) work with MTC to incorporate the results of the program into regional ridesharing and TDM services if appropriate. The full report was mailed to the Board with the Plans and Programs agenda.

Next Steps
Present findings to the MTC's Regional Rideshare Program Technical Advisory Committee in September.

Discussion
Introduction
The dynamic ridesharing concept of RideNow was introduced to the ACCMA by Dan Krishner at the time with Environmental Defense Fund and now with RideNow!, Inc. Working in conjunction with EDF/RideNow!, Inc., the ACCMA received a grant from the Federal Highway Administration (FHWA) to implement, test and evaluate a dynamic ridesharing pilot project designed by RideNow, Inc. Dynamic ridesharing provides a new alternative to traditional ride-matching and carpool programs by maximizing flexibility and accommodating last minute requests for ride matches. Rather than commuters forming traditional daily carpools, dynamic ridesharing participants request ride matches only on days when they want to share a ride. The major benefits are that it requires minimal advance planning and accommodates changing travel times reducing the barriers to carpooling.

This dynamic ridesharing pilot project, known as RideNow[1], was a focused test of dynamic ridesharing at the Dublin/Pleasanton BART station. RideNow was designed to appeal to solo

[1] The name RideNow is used by permission by RideNow! Inc.

drivers to switch to carpooling by offering special incentives and by retaining as much as possible the flexibility and convenience of solo driving. The goal was to free up parking spaces and increase BART use at the Dublin/Pleasanton station, where there is more demand for parking than supply.

RideNow is an automated system that enabled BART patrons to request carpool partners just minutes before they left home in the morning, or while on the BART train returning home in the evening. It provided both web and automated telephone ("Interactive Voice Response") access for users. RideNow matched riders within a short time frame providing 'instant matches".

Pilot Project Goals
The RideNow pilot project goals were to:

- Establish if dynamic ridesharing can provide a viable new travel option.
- Test the effectiveness of the program from a technical, administrative, marketing, cost and operational perspective.
- Assess the level of interest and usage in the program and evaluate its benefits and limitations.
- Determine the feasibility and applicability of expanding the program beyond the duration of the pilot project as well as to other locations within Alameda County or the San Francisco Bay region.

Project Statistics and Costs
The RideNow pilot project provided BART patrons with a new and flexible option for traveling between home and the Dublin\Pleasanton BART station. A total of 121 people were able to successfully register on the RideNow website during the six month pilot program. Participants successfully submitted 1170 ride requests and the software made 141 ride matches.

Total program costs are broken down into three categories: capital and hardware investments, one-time start-up costs, and program operating costs. Costs are presented in two ways: the number of total registrants, ridematch requests, and ridematches compared to total costs and the the same statistics compared to on-going costs without the capital and start-up costs included. This cost would be more representative of what it would cost to operate an established program.

Figure 1 shows that it costs over $1,700 to register a person in the RideNow program including all costs and under $1,200 if only ongoing operating costs are considered. This compares to an approximate cost of $426 to place a person in a carpool through the 511 Regional Ridesharing Program. The total cost for each ridematch request is around $180 and over $1,500 for a successful computer ride match. Since there are both one time capital purchase and one-time start-up costs in these figures, it is reasonable to compare ongoing costs as a better reflection of the day-to-day costs to operate, market and administer RideNow. The ongoing cost per ride match request is $120 and $1010 for each successful computer ridematch.

Figure 1 Total and Ongoing Costs and Key Statistics

Total Costs	$213,000
Ongoing Operating Costs	$143,000
Total Registrants	121
Total Ride match requests	1170
Total ride matches*	141
Total Cost/Registrant	$1,760.33
Total Cost/Ride match request	$182.05
Total Cost/ ride match	$1,510.64
Ongoing Cost/Registrant	$1,181.82
Ongoing Cost/Ride match request	$122.22
Ongoing Cost/ride match *	$1,014.18

*This represents 141 individuals who were matched with one another.

Recommendations

Based on feedback from participants and the participating agencies, the program did have value for people who desire to carpool, but have complex commutes that do not permit participation in more traditional carpool programs. However, more information is needed about how many people would be attracted to this type of flexible program compared to other ridesharing or TDM programs designed to get people out of their single occupant vehicles and if the program would be cost effective. Both agencies and program participants believe that if the program were continued it would need to be substantially simplified and that increased marketing activities to target audiences and more time to build volume would be needed.

Four recommendations are presented in Chapter 5 to improve any potential future implementation of RideNow and to help implement and market dynamic ridesharing programs. In addition, a recommendation was added to the Executive Summary at the request of the Plans and Programs Committee and will be incorporated into Chapter 5 when it is finalized. The recommendations, including the one from the Plans and Programs Committee, are:

- Simplify the RideNow Program through improvements to the phone system and website, parking policies and requirements, and amount of information to be transferred to participants. Also, increased marketing efforts to build volume would be needed.

- Improve cost effectiveness of dynamic ridesharing programs like RideNow by incorporating them into the toolbox of ridesharing and Transportation Demand Management services where they could be less difficult and costly to implement.

- Streamline routine polices and procedures to help jump start complex projects. In the case of RideNow, successful and timely implementation was challenging because there was more than one agency involved in the implementation that created institutional barriers. While the implementation issues were resolved through the cooperation and hard work of the Task Force, they did result in delays and increased costs to program implementation.

- Explore developing a personalized marketing strategy for other transportation alternatives. Even though the RideNow program was a web based and high tech program, the marketing and outreach strategies demonstrated that the personalized touch was the most effective in attracting interest in the program. This approach called high-touch marketing is gaining popularity in the transportation industry and may have application as a strategy for other programs in the Bay Area.

- Expand dynamic ridesharing programs to regions outside Alameda County and the Bay Area if they contribute to congestion in the Bay Area. In the case of RideNow, a quarter of the people who expressed interest in the RideNow program were ineligible because they did not live in one of the Tri-Valley cities. Many of them lived in cities in the San Joaquin and Sacramento Valleys like Tracy and Stockton. Given this interest and the growing bedroom communities in these areas, it may be valuable to explore the benefits and drawbacks of extending the program to serve communities outside the Bay Area.

June 2006

RideNow!
Evaluation Draft Report

Alameda County
Congestion Management Agency

Submitted by:

Nelson|Nygaard
consulting associates

in association with
RideNow, Inc.

Table of Contents

Table of Figures

Executive Summary

Dynamic ridesharing is a new alternative to traditional ride-matching programs. It differs from traditional car pools in that it is designed as an "instant match" by maximizing flexibility and accommodating last minute requests for ride matches. Rather than commuters forming traditional regular carpools, they request ride matches only on days when they want to share a ride. The major benefits are that it requires minimal advance planning and accommodates changing travel times reducing the barriers to traditional carpooling.

This dynamic ridesharing pilot project, known as RideNow[1], was a focused test of dynamic ridesharing at the Dublin/Pleasanton BART station. The concept, created by Dan Kirshner, originally with the Environmental Defense Fund and now with RideNow Inc., was funded by a grant from the Federal Highways Administration (FHWA) and implemented by the ACCMA and its partners BART, the Metropolitan Transportation Commission, Caltrans, the cities of Dublin, Pleasanton, Livermore and San Ramon, and the Hacienda Business Park. RideNow was designed to convert solo drivers into carpoolers by offering special incentives and by retaining as much as possible the flexibility and convenience of solo driving. The goal was to free up parking spaces and increase transit use at the Dublin/Pleasanton station, where there is more demand for parking than supply. The two parking lots at this station are full by 8:35 am on weekdays.[2]

Designed by RideNow! Inc., the RideNow pilot project is an automated system that enabled BART patrons to request car pool partners just minutes before they leave home in the morning, or while on the BART train returning home in the evening. It provides both web and automated telephone ("Interactive Voice Response") access for users. Dynamic ridesharing attempts to match riders within a short time frame providing "instant matches".

The RideNow pilot project was intended to:

- Establish if dynamic ridesharing can provide a viable new travel option.
- Test the effectiveness of the program from a technical, administrative, marketing, operational and cost perspective.
- Assess the level of interest and usage in the program and evaluate its benefits and limitations.

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[1] The name RideNow is used by permission by RideNow! Inc.
[2] The Pleasanton lot fills up by 7:40 am and the Dublin lot fills by 8:35 am. According to BART Staff, February 6, 2004.

- Determine the feasibility and applicability of expanding the program beyond the duration of the pilot project as well as to other locations within Alameda County or the San Francisco Bay region.

Project Organization and Schedule

The Alameda County Congestion Management Agency (ACCMA) is the lead agency administering the RideNow demonstration project in partnership with the Metropolitan Transportation Commission, BART, Caltrans, the cities of Dublin, Livermore, Pleasanton and San Ramon, and the Hacienda Business Park. The project is funded through a Value Pricing Pilot Program federal aid grant from the Federal Highways Administration (FHWA) with a 20 percent local match from the Alameda County Congestion Management Agency (ACCMA).

To provide advice and guidance in the development and evaluation of RideNow, a Task Force was established consisting of representatives from participating agencies and other interested stakeholders. The Task Force met regularly throughout the study process.

The RideNow pilot project was originally scheduled to "go live" in January 2005 and operate in the testing phase for six months. However due to a series of unforeseen delays associated with this new and innovative project, full operation did not begin until November 15, 2005. RideNow operated for a period of six months and terminated on May 19, 2006.

Marketing RideNow

Marketing for RideNow took place in three distinct phases. Phase I was initiated in Fall 2004, when a marketing plan was developed. The focus of this first phase was to implement the program, enhance the software, define incentives, and develop name recognition for the program. It was in this phase that the Task Force was granted permission to use the RideNow name by RideNow! Inc. Phase II included initial strategies to "get the word out" about the program and begin the recruitment of program participants. Phase III marketing was a recruitment drive. After testing of the initial limited version of the program and proving that it worked, an effort was made to enhance participation in the RideNow program. A new marketing plan was prepared to address the goal to increase participation in the program by existing registrants and to achieve at least 100 active program participants. The focus of this marketing "push" included media information, additional incentives, signage and flyers at the BART station and an on-site recruitment and information drive.

Even though the focus of RideNow was a "high tech" approach, it was confusing for many participants to fully understand the program rules and regulations. It was determined that the marketing effort should focus on personalizing the information, demonstrating to potential registrants how the program is utilized to make it less

complicated, and thus more likely to be used. Orientations were conducted with small groups of participants at the BART station. Feedback suggests this was a successful strategy for personalizing outreach.

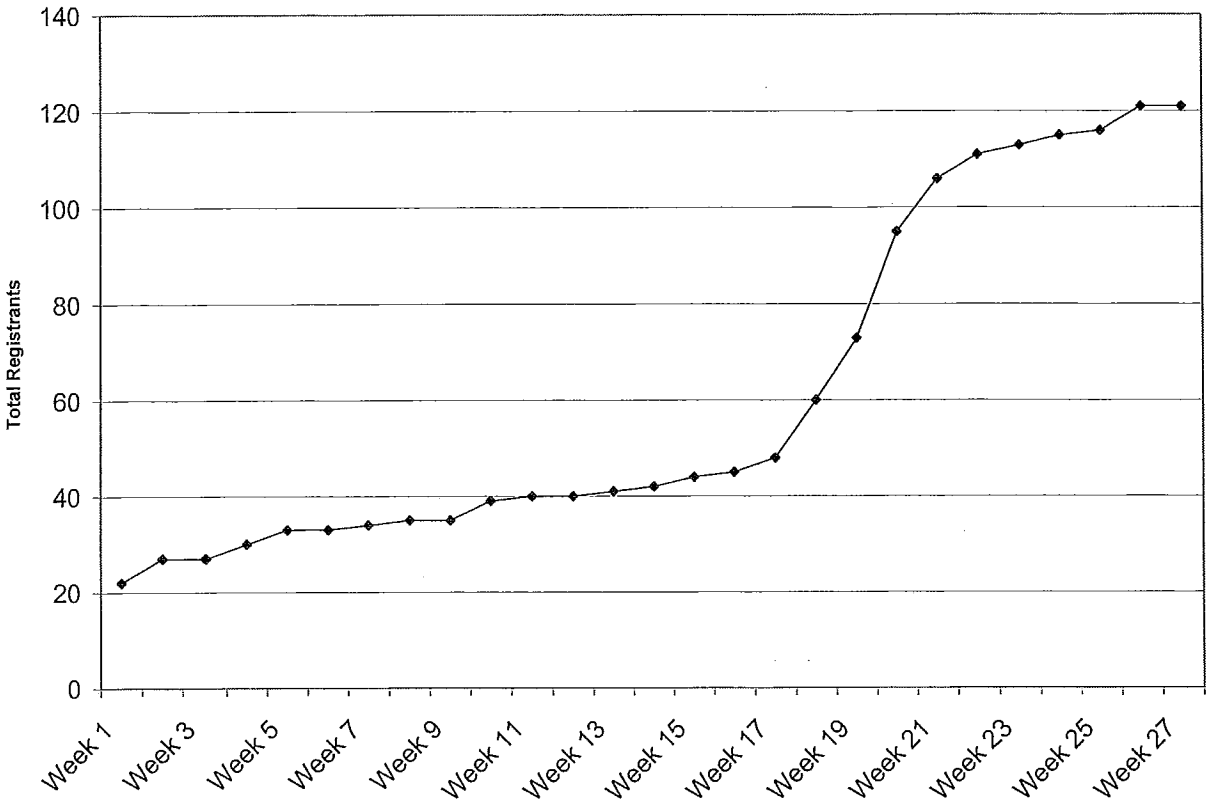
The majority of marketing strategies were not focused on advertising and media outreach. Instead the concentration was on hands-on, face-to-face interaction. Being such a technology-focused program, it would seem that outreach and marketing strategies could have been handled entirely by the RideNow website and emails. However, the personal "intervention" made the marketing effort as successful as it was. Transportation agencies around the world have been experimenting with travel training and face-to-face information sharing, often called high-touch marketing, where the focus is to personalize the experience and participation as much as possible. Rather than blanketing communities with transportation billboards or putting advertisements on radio stations, personalized travel information has become the strategy of choice.

Program Outcomes

A total of 244 people expressed interest in RideNow between October 2004 and May 19, 2006 when the program terminated. Although this was a substantial number of inquiries about the program during this 18-month period, only 121 (50%) actually went online and registered with the program. The remaining 123 people either did not follow through to register online, or were ineligible to participate in RideNow because they did not live in one of the four Tri-Valley cities. Based on anecdotal evidence from those inquires from potentially eligible participants, it is presumed that many did not become RideNow participants due to (1) the long timeframe between RideNow's initial publicity in December 2004 and RideNow implementation in November 2005 or (2) after learning about the program, they determined they did not want to participate.

Figure ES-1 shows participation during the program implementation phase in greater detail. When the program launched on November 15, 2005, 22 participants were already registered with RideNow and by the first week of April 2006, the number of program participants rose to over 100.

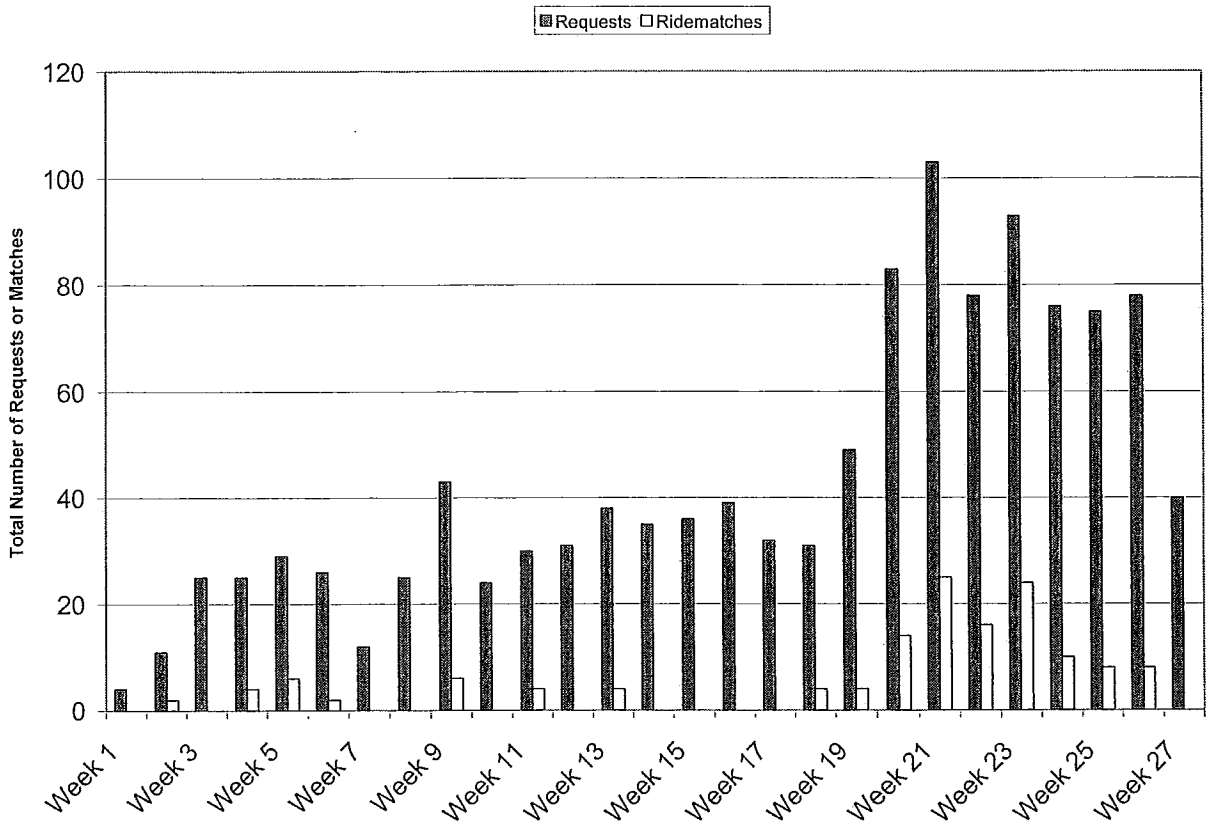
Figure ES-1 Registrants by Week (November 2005 – May 2006)



A ride match occurred when two or more participants were successfully matched and rode to or from the Dublin/Pleasanton BART station together. A total of 141 ride matches out of 1,170 ride requests (12%) were made during the six-month pilot program. This ratio increased after the March marketing campaign because there were more participants in the program and more participants requested matches.

At the launch of the program in November 2005, few ride matches were made due to the low volume of requests resulting from a low number of participants. Prior to the marketing campaign in March 2006, approximately an average of six matches were made per week with some weeks having no ride matches. With the large increases in the number of participants and ride requests occurring in March and April, there was a corresponding increase in the number of ride matches. Twenty-five ride matches were made during the first week of April 16 were made the following week and 24 ride matches made during the last week of the month. The number of ride matches peaked during these three weeks in April (See Figure ES-2).

Figure ES-2 Ride Match Requests and Ride Matches (November 2005 – May 2006)



Participant/Customer Satisfaction

Participant input is used to understand the attractiveness and limitations of RideNow from the participants' perspectives and to obtain practical suggestions to improve the program. A "Before Survey" was conducted with participants at the time of enrollment, and an "After Survey" was conducted at the completion of the demonstration phase. Key findings from these surveys are summarized below.

- Preferential parking was the most important reason for enrolling in the program. Other major reasons cited for joining the program include an interest in a more convenient way to access the BART station followed by a desire to improve air quality by reducing vehicle trips and interest in an innovative program.

- The majority of survey respondents heard about RideNow through three channels; flyers at the station (banner signs hanging at the station, a digital display sign at the platform or windshield flyers), BARTtimes and by seeing the kiosk at the BART station.

- While participants were generally satisfied with RideNow, they made several specific suggestions for improving it including starting the program before 7:00

am, being notified about ridematches further in advance, allowing afternoon ridematch requests to be made from office computers (rather than solely from cell phones while on board a BART train) and upgrading the telephone system.

- Most RideNow participants are between the ages of 25 and 59, have an income of $75,000 or more, work in the management, business, computer, and financial industries, and are men.

Program Costs

Total program costs are presented in Figure ES-3 and are broken down into three categories: capital and hardware investments, one-time start-up costs, and program operating costs. Hardware investments for the RideNow pilot program included computer hardware, the display kiosk at the station and the installation of a streetlight. One-time start-up costs included the development of an implementation plan, a marketing plan, and an operations plan. It also includes $5,000 in BART tickets that were used as incentives. The operational costs represent costs that are for day-to-day operations of the program and include project oversight from agency and consultant staff. The operational costs are representative of what it would cost to run the program once it was established.

Figure ES-3 RideNow Budget

Category	Cost	Percentage
Capital and Hardware Investments*	$8,000	3%
One-Time Start-Up Costs**	$62,000	29%
Six Months of Operations	$143,000	67%
Total	**$213,000**	**100%**

*Capital and hardware include all one-time infrastructure costs, which are computers, a kiosk, and a streetlight.
**One-time start-up costs include $5,000 in BART ticket incentives, background research, and developing an implementation, marketing, and operations plan.

Figure ES-4 compares costs to key program statistics. The data is presented in two ways. First the number of total registrants, ridematch requests, and ridematches are compared to total costs. The same program statistics are then compared to on-going operating costs without the capital and start-up costs included. This cost would be more representative of what it would cost to operate an established program.

Figure ES-4 Total and Ongoing Costs and Key Statistics

Total Costs	$213,000
Ongoing Operating Costs	$143,000
Total Registrants	121
Total Ridematch Requests	1170
Total Ridematches *	141
Total Cost/Registrant	$1,760.33
Total Cost/Ridematch Request	$182.05
Total Cost/Ridematch	$1,510.64
Ongoing Cost/Registrant	$1,181.82
Ongoing Cost/Ridematch Request	$122.22
Ongoing Cost/Ridematch *	$1,014.18

*This represents 141 individuals who were matched with one another.

Challenges in Implementing a Complex Program

There were a number of challenges encountered in implementing a complex project that involves multi-jurisdictions and consultants. The three most difficult obstacles were:

- **Parking**. While preferential parking provided a strong incentive for participants, it was also a major obstacle. The parking challenges were many and varied; from securing dedicated RideNow parking spaces at the BART station, to regulation by BART Police, to explaining to participants about parking rules and regulations.

- **Kiosk Installation**. Initially, the RideNow computer and ridematch display was going to be placed near the assigned RideNow parking spaces in a shelter provided on-site by BART. However, when this option provided to be unworkable, an alternate solution was developed to install an ATM-like kiosk in the station. Placement of the RideNow kiosk at the BART station required coordination between several different divisions within BART and with outside vendors and took four additional months to implement.

- **Guaranteed ride home program.** The Guaranteed ride home (GRH) program provided a taxi ride home for participants who requested, but were unable to make a match for the evening commute. It required taxicab pick–up at the Dublin/Pleasanton BART station and was difficult to implement. BART was

unable to allow RideNow participant pick up at the station, and the City of Pleasanton was unable to allow RideNow pick-up on their streets. An alternative site was identified just beyond the station and located within the City of Dublin's jurisdiction. This site required installation of a streetlight, necessitating City Council approval and coordination with PG&E, BART and the City.

Getting the RideNow program "up and running" required overcoming implementation issues that resulted in delays and additional costs to the project. Resolving these issues required a close working relationship with the Task Force and its members to overcome these obstacles and to develop creative solutions. The primary implementation issue had to with do with working with multi-jurisdictions to implement a new, innovative program that required flexibility and relaxed rules as well as confusion about the parking program in general.

Findings and Recommendations

The RideNow pilot project provided BART patrons with a new and flexible option for traveling between home and the Dublin\Pleasanton BART station. Based on feedback from participants and the participating agencies, the program did have value for people who desire to carpool, but have complex commutes that do not permit participation in more traditional carpool programs. However, not enough information is known about how many people would be attracted to this type of flexible program compared to other ridesharing or other programs designed to get people out of their single occupant vehicles or if the program would be cost effective. Both agencies and program participants believe that if the program were continued it would need to be substantially simplified in terms program operations including the phone system, the amount of information that needs to be transferred to participants when they register, and the parking rules and requirements. They also feel that increased marketing activities to target audiences, and more time to build volume would be needed.

Recommendations to improve a future test of dynamic ridesharing and to help implement and market other alternative transportation services are summarized below. For a more detailed review of major program findings and recommendations, please refer to Chapter 5.

- **Simplify the RideNow Program**. Even though participants were generally satisfied with RideNow, there are several program features that were difficult for users to understand and need to be refined to be more user-friendly. Some specific suggestions include improvements to the phone system and website, parking policies and requirements, and amount of information to be transferred to participants. Other suggestions are to allow participants to request afternoon matches while at their workplace, and extend RideNow hours in the morning from 6am and extend to 9am.

- **Improve Cost Effectiveness of Dynamic Ridesharing Programs.** While it is important to distinguish this program from casual carpooling and regular carpool

programs, there is value in packaging and marketing this program in conjunction with other ridesharing services. By incorporating a dynamic ridesharing element like RideNow into the toolbox of ridesharing and TDM services it could gain credibility and visibility in the ridesharing community and address broader transportation goals by providing flexible option to traditional and non-traditional carpoolers and supporting traditional carpooling programs.

- **Streamline the Process When Implementing a Complex Project.** It is recommended that routine polices and procedures be streamlined to offer greater flexibility to help "jump start" these types of projects. This could mean relaxing some of the rules for issuing permits, bypassing routine approval processes, or streamlining efforts to "fast track" purchasing or installing hardware. In the case of RideNow, successful and timely implementation was challenging because there was more than one agency involved in the implementation that created institutional barriers.

- **Develop a Personalized Marketing Strategy for Transportation Alternatives.** Consistent with the recommendation to incorporate RideNow into a broader package of ridesharing alternatives, future marketing strategies should be developed with a more holistic approach addressing a broad array of transportation alternatives. Marketing and outreach strategies that emphasized the personalized touch were the most effective in attracting interest in the program. This approach called high-touch marketing is gaining popularity in the transportation industry and may have application as a strategy for other programs in the Bay Area.

- **Expand dynamic ridesharing programs to regions outside Alameda County and the Bay Area if they contribute to congestion in the Bay Area.** In the case of RideNow, a quarter of the people who expressed interest in the RideNow program were ineligible because they did not live in one of the Tri-Valley cities. Many of them lived in cities in the San Joaquin and Sacramento Valleys like Tracy and Stockton. Given this interest and the growing bedroom communities in these areas, it may be valuable to explore the benefits and drawbacks of extending the program to serve communities outside the Bay Area.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

Agenda Item 6.4.1
July 27, 2006

DATE: July 18, 2006

TO: CMA Board

FROM: Administration and Legislation Committee

SUBJECT: I-580 Springtown Soundwall (RM2 Project 32.3) – Approval to Advertise for Construction

Action Requested:
It is recommended that the CMA Board Authorize the Executive Director, or his designee, to advertise the construction of the I-580 Springtown Soundwall. The project is part of the I-580 Corridor Improvements. Award of this contract is scheduled for action by the Board in September.

Next Steps
The construction contract will be advertised in August 2006. Construction of the I-580 Springtown Soundwall is anticipated to begin in Fall 2006 following award and contract approval by the CMA Board.

Discussion
The I-580 Springtown Soundwall has been identified as a required mitigation for the Eastbound I-580 Interim HOV Lane Project. The soundwall is located within Caltrans right-of-way along westbound I-580, just east of First Street. The CMA intends to have the I-580 Springtown Soundwall constructed prior to the start of the Eastbound I-580 Interim HOV Lane Project to provide noise attenuation for the adjacent Springtown neighborhood during the HOV Lane construction.

The I-580 Springtown Soundwall was environmentally cleared and designed by Caltrans in 2003. However, due to lack of STIP funding, the project was shelved. The project was then programmed with $1,009,000 of STIP funds. CMA and Caltrans agreed to make the CMA sponsor of this project. The CMA moved the STIP funds to the Eastbound I-580 Interim HOV Lane Project, providing two benefits: combining State and Federal funds on the Eastbound I-580 Interim HOV Lane Project and allowing the I-580 Springtown Soundwall to move quickly to construction using local funds and providing noise attenuation to the neighboring residences at the earliest possible time.

The CMA anticipates administering the construction of the I-580 Springtown Soundwall construction contract with RM2 funds. In June 2006, the CMA Board approved the Initial Project Reports and accompanying resolution to be submitted to MTC for the I-580 Soundwall in Livermore, RM2 Project 32.3. MTC is considering the allocation of RM2 funds for this project at their July 26, 2006 meeting and the results of their actions will be reported at the July 27, 2006 CMA Board meeting.

Staff recommends that the CMA Board authorize the Executive Director, or his designee, to advertise the construction of the I-580 Springtown Soundwall. Upon approval of the above Board actions, staff anticipates advertisement in early August 2006. The Engineer's Estimate for the I-580 Springtown Soundwall is $900,000, without contingency. It is anticipated that project costs will be reimbursed by RM2 within authorized allocations. Award of this contract is scheduled for action by the Board in September.

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Memorandum

Agenda Item 6.4.2
July 27, 2006

DATE: July 18, 2006

TO: CMA Board

FROM: Administration and Legislation Committee

SUBJECT: I-580 Traffic Management Plan/Advance Elements (RM2 Project 32.2) – Approval to Advertise for Construction

Action Requested:
It is recommended that the CMA Board Authorize the Executive Director, or his designee, to advertise the construction of the I-580 Traffic Management Plan (TMP)/Advance Elements Project. The project is part of the I-580 Corridor Improvements. Award of this contract is scheduled for action by the Board in September.

Next Steps
The construction contract will be advertised in August 2006. Construction of the I-580 TMP/Advance Elements Project is anticipated to begin in Fall 2006 following award and contract approval by the CMA Board.

Discussion
The I-580 TMP/Advance Elements Project provides required traffic management elements that are required for the Eastbound I-580 Interim HOV Lane project. This project will enable Caltrans, the CMA and local agencies to manage construction impacts and incidents and to provide real-time traffic and incident management in the corridor throughout construction. This project will also provide transit signal priority on selected arterials in the Tri-Valley, promoting express bus usage. The CMA intends to have the TMP/Advance Elements in place, tested and functional prior to the construction of the Eastbound I-580 Interim HOV Lane Project.

The I-580 TMP/Advance Elements Project is in the final stages of the environmental approval and design review process by Caltrans. Environmental clearance and approval of the design will be accomplished before this Board action and the approvals will be reported verbally by staff at the Board meeting.

The CMA anticipates administering the construction of the I-580 TMP/Advance Elements construction contract with RM2 funds. In June 2006, the CMA Board approved the Initial Project Reports and accompanying resolution to be submitted to MTC for the I-580 TMP/Advance Elements Project, RM2 Project 32.2. MTC is considering the allocation of RM2 funds for this project at their

July 26, 2006 meeting; any changes to the proposed action will be reported at the July 27, 2006 CMA Board meeting.

Staff recommends that the CMA Board authorize the Executive Director, or his designee, to advertise the construction of the I-580 TMP/Advance Elements Project. Upon approval of the above Board actions, staff anticipates advertisement in August 2006. The Engineer's Estimate for the I-580 TMP/ Advance Elements Project is $4,050,000, without contingency. It is anticipated that project costs will be reimbursed by RM2 within authorized allocations. Award of this contract is scheduled for action by the Board in September.

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Memorandum

Agenda Item 6.4.3
July 27, 2006

DATE: July 19, 2006

TO: CMA Board

FROM: Administration and Legislation Committee

SUBJECT: I-580 Traffic Management Plan/Advance Elements (RM2 Project 32) – Award of Long Lead Material Procurement Contract

Action Requested:
On June 21st the CMA advertised a contract for the Long Lead Material Procurements Contract for the I-580 Traffic Management Plan (TMP)/Advance Elements Project. Bids will be opened on August 2nd, 2006. It is recommended that the CMA Board delegate award authority as follows:

1. If multiple bids are received, the lowest bid is responsive and responsible, and the low bid amount is within existing budget authority, the Board authorizes the Executive Director, or his designee, in consultation with the Chair or Vice-Chair, to award the contract.
2. If a single bid is received, the Board authorizes the Administration and Legislation Committee (ALC) to award the contract at the ALC meeting on September 11, 2006.

All project costs will be reimbursed through existing corridor funds.

Next Steps
Bids for the advance procurement contract will be opened at 2:00 pm on August 2, 2006 at the CMA offices. Staff will review all bids and confirm that the lowest responsible and responsive bid meets all contract requirements, and recommend the Executive Director or the ALC award the contract in accordance with the conditions above. Upon receipt of satisfactory insurance and bonds from the vendor, the contract will be approved and the procurement process will begin.

Discussion
The I-580 TMP/Advance Elements Project is in the process of environmental clearance and final design review by Caltrans. Environmental clearance and approval of the design will be accomplished before this Board action and the approvals will be reported verbally by staff at the September 11, 2006 ALC meeting. Staff anticipates having the I-580 TMP/Advance Elements in construction in Fall of 2006.

The CMA Board action on April 27, 2006 authorized the Executive Director advertise a contract for furnishing long lead materials such as Changeable Message Signs, poles and traffic cabinets. The selected contractor will also be required to coordinate with the installation contractor (to be selected separately). The Engineer's Estimate for the long lead materials is estimated at $975,000 plus a contingency of $100,000, for a total of $1,075,000. It is anticipated that project costs will be reimbursed by RM2 within authorized allocations.

The advance procurement contract was advertised on June 21, 2006. The CMA anticipates administering the procurement contract for the I-580 TMP/Advance Elements project with RM2 funds. In June 2006, the CMA Board approved the Initial Project Reports and accompanying resolution to be submitted to MTC for the I-580 TMP/Advance Elements Project, RM2 Project 32.

MTC is considering the allocation of RM2 funds for this project at their July 26, 2006 meeting; any changes to the proposed action will be reported at the July 27, 2006 CMA Board meeting.

In order to assure availability of key materials for construction of the TMP project and successful completion prior to the 580 EB HOV project, it is necessary to expedite the award of the contract. Because the CMA Board does not meet in August, it is recommended that the CMA Board authorize the Executive Director, or his designee, to award the contract in August; or, if a single bid is received, to authorize the ALC to award the contract in early September.

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Memorandum

July 27, 2006
Agenda Item 6.4.4

Date: July 17, 2006

To: CMA Board

From: Administration and Legislation Committee

Subject: I-680 Smart Carpool Lane: Project Controls and Delivery

Action Requested
It is recommended that the CMA Board authorize the Executive Director to execute a professional services contract for project controls and delivery services for the I-680 Smart Carpool Lane in an amount not to exceed $400,000 covering a two year period. Funding for the existing contract is expected to be exhausted in October 2006. Sufficient lead time is needed to comply with federal procurement requirements and a pre-award audit by Caltrans. The new contract will be funded by a federal grant (80%) and a local match from ACTIA (20%).

Next Steps
The RFP will be issued; a committee will assist in the selection of the consultant.

Discussion
The Smart Carpool Lane project will be built concurrently with the HOV Lane when the existing lane is brought to current standards. The CMA worked diligently with Caltrans District 4 and Headquarters to program both the County share STIP funds and ITIP funds in 2007-08. Both projects are scheduled to go to construction in late 2007/early 2008.

The design of the Smart Carpool Lane project has advanced to 65% engineering and is scheduled to be completed by the end of 2006. The final plans must be completed by the end of March 2007. In addition, the electronic toll system must be designed, built, and tested; and agreements must be executed with the Bay Area Toll Authority (toll collection/account management/customer service), California Highway Patrol (enforcement) and Caltrans (operations and maintenance).

In order to ensure that the project is designed and built within the project schedule and funding, consultant services are needed for assistance on cost engineering, schedule control, developing agreements with BATA, CHP and Caltrans, strategic project development, and technical review assistance. An existing engineering services contract has been serving this function but funding

is expected to run out at the end of October. Federal funds are available for the new contract. Sufficient lead time is needed to comply with federal procurement requirements including a pre-award audit by Caltrans. The estimated cost of the contract is $400,000 for a period of two years. It is also recommended that the contract be extended for two one year periods at the discretion of the Executive Director. If additional funding is needed for the extended period, authorization will be brought back for consideration by the CMA Board.

The Sunol Smart Carpool Lane JPA authorized staff to proceed with a detailed scope of work and Request for Proposals at their June 12, 2006 meeting.

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Memorandum

Agenda Item 6.4.5
July 27, 2006

DATE: July 18, 2006

TO: CMA Board

FROM: Administration and Legislation Committee

SUBJECT: East Bay SMART Corridors Program – Amendment to AC Transit Agreement

Action Requested:
It is recommended the CMA Board:

1. Authorize the Executive Director to execute Amendment No.2 to the agreement with AC Transit for the Grand/MacArthur Transit Signal Priority project to increase the amount of AC Transit contribution by $537,424 to implement components of the projects discussed below.

2. Authorize the Executive Director to execute and/or amend the agreements required to implement these additional improvements.

Discussion:
AC Transit and the CMA have been working in partnership for the last four years on various transit improvements.

East Bay SMART Corridors Program Operations & Management (O&M)
On March 24, 2005, the CMA Board approved a cost sharing plan for the on-going Operations and Management of the East Bay SMART Corridors program. The cost sharing plan which was modified on April 27, 2006 divides the overall O&M costs to be divided among the participating regional, local, and transit agencies. The adopted plan assigned fair share costs to AC Transit for Transit Signal Priority equipment maintenance. The AC Transit share of O&M for FY 2006/07 is $137,424 which will be paid to CMA by utilizing the proposed amendment to the ACCMA/AC Transit agreement.

Additional LED Project Items
On May 25, 2006, the CMA Board approved Amendment No.1 to the ACCMA/AC Transit agreement for the Grand/MacArthur Transit Signal Priority project. The amendment provided for the design, development, installation and implementation of the twenty one (21) Liquid Emitting Diode (LED) display units for twenty five (25) bus routes using the Transbay Terminal. The LED Traveler Information System would provide real-time information to transit riders. The system could be controlled by either the AC Transit's Central Dispatch or through an on-site supervisor office at the terminal. AC Transit would cover all telecommunication and maintenance costs upon completion of the project. The LED project has additional items of work which were identified during the project delivery that were not included in the conceptual plan. To implement the LED Traveler Information System, an additional $150,000 is necessary. The additional funds would

cover the costs associated with design, procurement, permits, installation, testing, and inspection of the improvements on behalf of AC Transit. AC Transit will provide this funding by utilizing Regional Measure 2 funds assigned to AC Transit.

WiFi Bus Project
AC Transit WiFi Bus Service would provide free wireless internet access on Motor Coach Industry (MCI) Transbay buses, serving commuters crossing the San Francisco-Oakland Bay Bridge to the Transbay Terminal in Downtown San Francisco, the San Mateo Bridge to Oracle Company's campus, and the Dumbarton Bridge to Stanford University. Wireless routers, modems, and antennas would be installed on 78 AC Transit MCI Transbay buses, allowing passengers to use their laptops during their commute. A budget amount of not to exceed $250,000 is necessary to implement the WiFi Bus Service. CMA would procure the equipment, integrate, and cover the telecommunications costs for one-year of operation with the $250,000 budget. AC Transit will provide the funding utilizing AC Transit's General funds.

Exhibit A

PROJECT COMPONENT	ITEM	Estimate of Probable Cost	AC Transit			CMA
			Regional Measure 2	TFCA	Local Funds	CMAQ
Grand/MacArthur Transit Signal Priority Project (Original Allocation)	Original Scope	$ 1,248,000	$ 1,043,000	$ 205,000		
Grand/MacArthur Transit Signal Priority Project (Second Allocation)		$ 2,972,000	$ 2,472,000			$ 500,000
SUBTOTAL		*$ 4,220,000*	*$ 3,515,000*	*$ 205,000*		*$ 500,000*
Transbay Terminal Light-Emitting Diode Displays (LED)	Amendment No. 1	$ 250,000	$ 250,000			
Bus Bulb at Grand/Perkins Intersection		Funded by Original Scope budget				
SUBTOTAL		*$ 250,000*	*$ 250,000*			
AC Transit Share of FY 2006/07 O&M	**Proposed Amendment No. 2**	$ 137,424			$ 137,424	
Additional LED Project Items		$ 150,000	$ 150,000			
The WiFi Bus project.		$ 250,000			$ 250,000	
SUBTOTAL		*$ 537,424*	*$ 150,000*		*$ 387,424*	
GRAND TOTAL		$ 5,007,424	$ 3,915,000	$ 205,000	$ 387,424	$ 500,000

In order to expedite the delivery of these improvements, and to receive the payment for the O&M, the actions have been incorporated into an existing agreement between ACCMA and AC Transit that is most related to the Transbay Terminal transit service which is Grand/MacArthur Transit Signal Priority project agreement.

The ACCMA and AC Transit have to date secured a total of $4,470,000 in Regional Measure 2, TFCA, and federal funds for the Grand MacArthur Project. AC Transit with this amendment provides additional funding to the CMA for limited staff time in the support of the project. Exhibit A shows the total project funding, including the revised budget amounts. The total revised budget for the project is $5,007,424.

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Memorandum

July 27, 2006
Agenda Item 6.4.6

Date: July 18, 2006

To: CMA Board

From: Administration and Legislation Committee

Subject: East Bay SMART Corridors Program: Transportation Management Center and Incident Management Program

Action Requested
The CMA has been working in partnership with the East Bay SMART Corridors project partners in the implementation of a Transportation Management Center (TMC) which would be connected to various Transportation Management Centers at state and local agencies. Additionally, the project partners work continuously on improving incident management elements of the program. It is requested that the CMA Board:

1. Authorize the Executive Director to negotiate and execute the necessary agreements with Caltrans to receive federal funds, and with the participating agencies for deployment of the project.
2. Authorize the Executive Director to negotiate and execute agreements including amending existing contracts for the consultant services, procurement, and with the necessary contractors for implementation of the project.

Discussion
CMA has been in discussion with Cities of Oakland, and Alameda, and the Tri-Valley Agencies (Pleasanton, Dublin, Livermore, Alameda County, and Livermore-Amador Transit Authority) for enhancement of the existing SMART Corridors program and to improve the incident management elements of the program. Elements of the program include the following:

- CMA has been requested by the City of Oakland to support the City's plan to implement a Transportation Management Center (TMC) to enable staff to monitor traffic congestion and improve the incident management in the City.

- CMA staff has been in discussion with City of Alameda to add the City to the East Bay SMART Corridor program, to better manage the Possy Tube traffic between the Cities of Oakland and Alameda.
- For the I-580 corridor, ACCMA is working with the Tri-Valley agencies to implement a Traffic Management Plan (TMP) in advance of the eastbound I-580 widening project. This project will provide the necessary hardware for dissemination of the information for the I-580 corridor through the SMART Corridors data and video network.

The CMA has received two federal Earmarks, specifically designated by U.S. Congress for the TMC and Incident Management program. These earmarks are in the amount of $744,000 in Intelligent Transportation System (ITS) program, and $400,000 in SAFETEA-LU appropriation earmark. The total local match required for the two grants combined is $344,000. The match would be provided through the existing programmed funds.

CMA plans to utilize the funds to implement the following projects:

- Provide $460,000 to the City of Oakland for the TMC equipment. CMA will advertise and purchase the equipment and will provide the equipment for the City of Oakland;
- Purchase and install secondary servers for the SMART Corridors program to improve system reliability and to reduce maintenance costs;
- Provide dissemination capabilities for the I-580 Transportation Management Plan (TMP) Traffic Operations System/Intelligent Transportation System project;
- Purchase and install a Video Wall at CMA to allow staff to display the SMART Corridors program and to monitor conditions; and
- Install additional incident management equipment for the Possy Tube in association with the Cities of Oakland and Alameda.

It is requested that the CMA Board authorize the Executive Director to negotiate and execute the necessary agreements with Caltrans to receive federal funds, and with the participating agencies for deployment of the project. It is further requested that the CMA Board authorize the Executive Director to negotiate and execute agreements including amending existing contracts for the consultant services, procurement, and with the necessary contractors for implementation of the project.

THE CITY OF
PLEASANTON

RECEIVED
JUL 17 2006
BY:

July 17, 2006

Jean Hart, Deputy Director
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

Via Facsimile

RE: Tri-Valley Triangle Study - Request for additional locally funded model runs

Dear Ms. Hart:

At the June 9, 2006 Tri-Valley Triangle Study Policy Advisory Committee meeting, there was discussion involving the potential additional modeling of the Hybrid Alternative. The Hybrid Alternative contained improvements both along the I-580 corridor and the I-680 corridor, but lacked modeled improvements along the State Route 84 corridor. The City of Pleasanton requested that an additional model run be included in the Study to identify the traffic circulation impacts of the State Route 84 projects.

The Policy Advisory Committee was informed that there is no additional funding available to complete model runs in excess of the Hybrid Alternative Model Run. There was discussion of whether the CMA would be agreeable to have an additional model run completed if it were paid for by local funds. The CMA staff was agreeable to this approach.

The City of Pleasanton is requesting that the Hybrid Alternative Model be run with the addition of the State Route 84 improvements, and agree to fund the cost of this additional run using local funds. The current estimate of this additional run is $29,959.00.

If you have any questions regarding this request, please contact me directly at (925) 931-5002.

Sincerely,

Nelson Fialho
City Manager

c: Jennifer Hosterman, Mayor
Cindy McGovern, Councilmember
Mike Tassano, Senior Transportation Engineer

P. O. Box 520, Pleasanton, CA 94566-0802 — 123 Main Street

City Manager (925) 931-5002 Fax: 931-5482
City Attorney (925) 931-5015 Fax: 931-5482
Economic Development 157 Main Street (925) 931-5038 Fax: 931-5476
City Clerk (925) 931-5027 Fax: 931-5488

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Memorandum

July 27, 2006
Agenda Item 7.1.1

DATE: July 19, 2006

TO: CMA Board

FROM: Plans and Programs Committee

SUBJECT: Transportation Bonds:
Overall Strategy

Action Requested
At the June meeting, the Committee considered an overall strategy for selecting candidate projects taking into consideration other funding that will be available to the CMA. The Committee also reviewed candidate projects that had been submitted. It is recommended that the CMA approve the attached overall strategy for selecting projects for the bond program, the STIP and CMA TIP.

Discussion

At its June meeting, the ACTAC formed a technical working group to review candidate projects and develop criteria for project selection. The approach, process, and scoring criteria recommended by the technical working group was approved by the ACTAC and PPC at their July meetings. This approach will also be presented to the Infrastructure Bond Working Group created by ACTIA and the CMA.

The approach to the bond funding programs includes considering all the funding that is anticipated to be available over the next two years. Programming for the following fund sources are anticipated.

- Round one of the Bonds (early 2007),
- STIP Augmentation (summer 2007)
- 2008 STIP (approval spring 2008),
- Round two of the bonds (time TBD), and
- State Local Partnership Program (SLPP) (time TBD).

Additional funds also include potential CMA TIP programming (additional information included on page 1 of attachment B).

Each of the anticipated fund sources has different criteria to evaluate projects. The CMA proposes to assign projects to the most appropriate fund sources based on these criteria. The attached material includes additional information on the criteria of the various fund sources (page 2 of attachment B).

Additional scoring criteria will also be used to evaluate projects. The following scoring criteria is proposed:

- Top congested corridors,
- High priority projects in the Countywide Transportation Plan,
- Identified trade corridors,
- Ability to Leverage funds, and
- Project readiness.

Additional details on the scoring criteria are included in the attached material (Attachment C).

The proposed process includes the evaluation of projects for multiple fund sources. The ACCMA is responsible for programming STIP funds, including the STIP Augmentation, in Alameda County. The ACCMA would also program CMA TIP funds. The Infrastructure Bond Working Group will provide recommendations to the CMA for projects to be funded with the state infrastructure bonds. The draft list of candidate projects is shown on Attachment D.

The CTC also held a workshop at the end of June to review strategy and timelines for the State Infrastructure Bond Package. Attachment A provides additional details of information provided at the workshop.

Summary of CTC Workshop

On June 27th the CTC sponsored a workshop to review the strategy and timelines for development of candidate projects for the State Infrastructure Bond Package. Given the tight timeframe for development of Guidelines and initial project lists, the CTC will establish five working groups to focus on various elements of the program:

1. Guideline Development for the Corridor Mobility Program
2. Performance Measures
3. Trade Corridor Incentive Fund (TCIF)
4. AB 1417 Public Private Partnership Bill
5. State and Local Partnership

Staff from the Alameda County CMA, along with other Bay Area Transportation Agencies have requested to be included in each of the five working groups. It is anticipated that recommendations from each of these groups will be the basis for policy actions taken by the CTC for the various programs. Updates on the recommendations from each of these working groups will be provided to ACTAC as the information becomes available.

Other information that was discussed at the Workshop:

- Given the timeframe for development of Guidelines, existing guidelines will be used as a starting point. The adopted STIP guidelines will be the basis for the Corridor Mobility Guidelines and the previous State Local Partnership Guidelines for the new State Local Partnership program.
- Draft Guidelines for the Corridor Mobility Program should be available for review at the October CTC meeting.
- The Corridor Mobility Program requires projects to be able to go to construction by 2012. The CTC staff has indicated that they believe that to meet this deadline a project's schedule should have environmental clearance no later than 2009.
- In addition to project readiness, the ability to leverage funds will also be a consideration in the selection of Corridor Mobility Program projects.
- It was confirmed that transit projects will not be eligible for the Corridor Mobility or the Goods Movement Programs.
- In addition to programming of bond funds, CTC anticipates STIP augmentation programming in the summer of 2007 as well as the scheduled 2008 STIP program scheduled for adoption in April 2008.
- CTC will be looking for collaboration between Caltrans, CTC and the regions when developing project priorities. Projects with consensus support will likely be given a higher funding priority.
- Depending on the initial candidate project lists, the CTC may program only a portion of the available Bond funds in the Corridor Mobility and Trade Corridors Programs initially. Programming of the remaining funds may be delayed to a second cycle 1-2 years after the initial effort.

TRANSPORTATION BOND FUNDING

ACCMA APPROACH

Consider all funding that is anticipated to be available over the next two years.

(The CTC has indicated that an almost continuous programming will be the operating scenario over the next couple years.)

Programming for the following fund sources are anticipated:

- Round one of the Bonds (early 2007),
- STIP augmentation (summer 2007),
- 2008 STIP (approval spring 2008), and
- Round two of the bonds (time TBD).
- State Local Partnership Program (SLPP) (time TBD)

And also including:

- Potential CMA TIP programming.

TRANSPORTATION BOND FUNDING

ACCMA PROCESS

Each of the anticipated fund sources has different criteria to evaluate projects. The CMA proposes to use the following criteria for each of the funding sources.

Bond Projects (First Round – Corridor Mobility and Trade Corridor Programs)

- Primarily projects ready to go to construction over the next 2-3 years.
- Primarily capital funds (ROW & Const.)
- Look at candidate projects in the context of corridors rather than project phases
- May include project development phases in a corridor package of projects

STIP Augmentation

- Primarily projects ready to go to construction over the next 3 years.
- Projects that would not compete well in the bond program categories
- Include programming to exchange projects that will allow additional CMA TIP programming
- Consider complementary programming with the bond funding

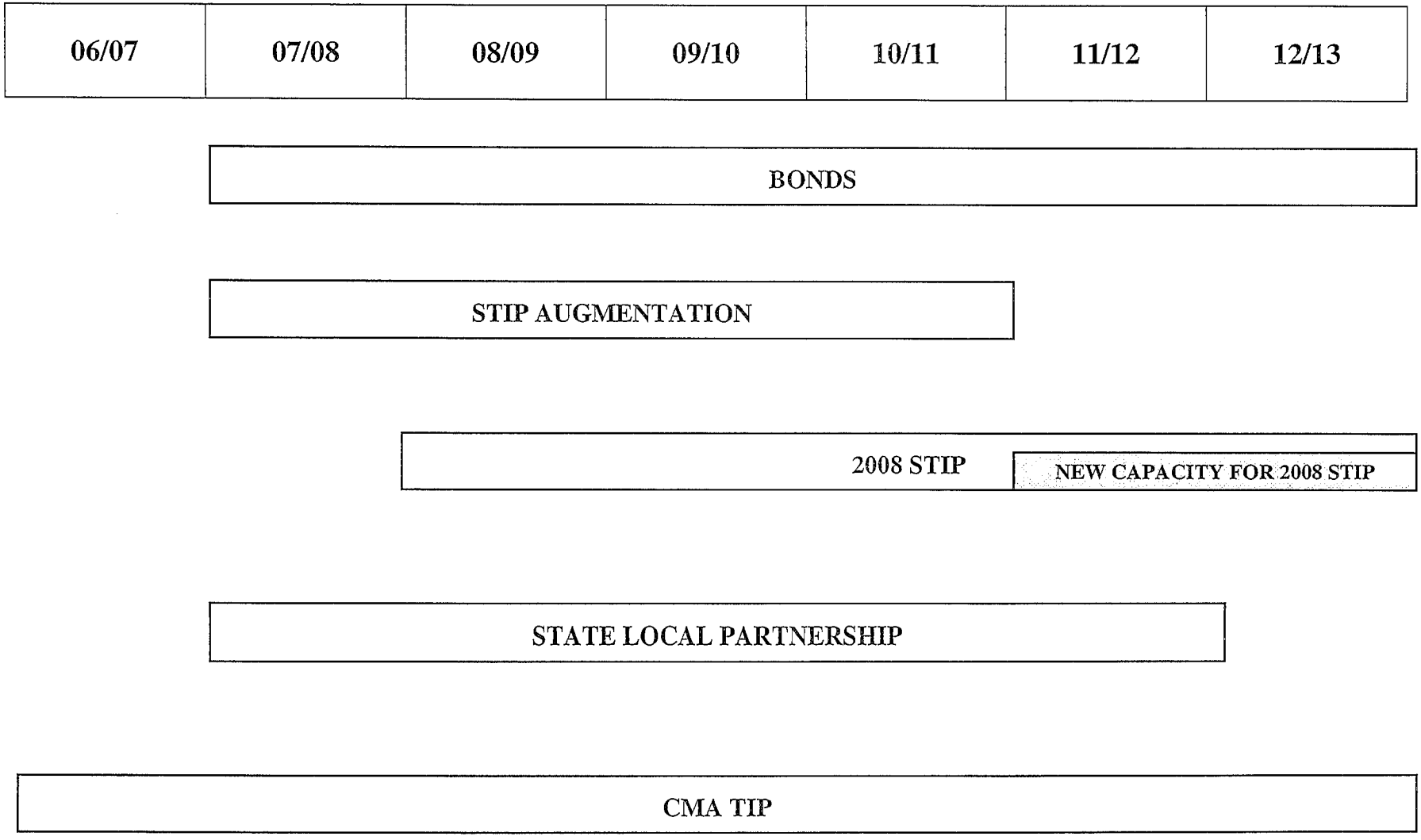
2008 STIP

- Evaluate remaining projects that will need capital funding in 2011 & 2012
- Include programming to exchange projects that will allow additional CMA TIP programming

CMA TIP

- Program CMA TIP concurrent with STIP Augmentation and STIP Programs (target of $5 to $10 million for project development)
- Use CMA TIP funds for project development to keep a "pipeline" of projects for future STIP & Bond programming.

POTENTIAL TRANSPORTATION FUNDS AVAILABLE 06/07 – 12/13



STATE INFRASRUCTURE BOND PROJECTS SCORING CRITERIA

1. Top Congested Corridors –

Projects within an identified congested corridor (per MTC's Bay Area Top Congestion Locations for 2005).

2. High Priority Projects in Countywide Transportation Plan –

Projects within an identified High Priority Project category (per the Countywide Transportation Plan 2004).

i. AC Transit Berkeley/ San Leandro Corridor
ii. I-680 SMART Carpool Lane Demonstration Project (Southbound)
iii. BART Oakland Airport Connector
iv. BART/ Rail Extension to Warm Springs
v. I-580 Corridor
vi. Mission I-880 Interchange Phase 1-B (per Resolution 03-05 revised)

Note: Transit not eligible for Corridor mobility / Trade corridor funds.

3. Trade Corridor –

Projects within a major interstate facility. The CMA considered the following interstates as major: I-80, I-880, I-580, I-238 and I-680.

4. Ability to Leverage Funds –

Projects where Total Committed Funding is close to 50% of the Total Project Cost.

Project Readiness –

The following criteria will be used to prioritize readiness.

- Highest priority to projects with design complete that can go to construction in the next 36 months
- For the remaining projects, strike a balance between funding for construction and project development, considering the following issues:
    - ✓ How far along is project development? – Highest priority to projects that are closest to capital expenditure – construction or ROW
    - ✓ Does the project have full funding plan? Has funding been identified for future phases? What is the level of certainty of these funds?
    - ✓ Can the project be phased?
    - ✓ Are there special considerations or timing constraints such as the need to preserve ROW or matching of other funds?

Draft list of Candidate Projects for the Corridor Mobility and Trade Corridors Programs

Index	Corridor	Project Title	Current Phase	First Phase with Funding Need	Date Ready to Allocate Con Funds (MM/YY)	Eligibility Criteria for Bond Funding: Scoring Criteria	Top Congested Corridors?	CWTP High Priority Project?	Trade Route/ Corridor?	Ability to Leverage Funds?	Total Scoring Criteria Met	Fund Source Recommended
I-580 Corridor:		**Total Cost: $725 M** **Total Need: $485 M**										
1	I-580 -East Co.	Enhanced freeway management system/ TMP including CCTV, CMS, loop detectors, communication network and ramp metering -Dublin to San Joaquin Co. Line	PSE	None	08/06							
2	I-580 -East Co.	I-580 EB HOV Lane -Hacienda to Greenville	PSE	None	07/07							
3	I-580-Central Co.	I/C Improvements in Castro Valley	PSE	R/W	03/08							
4	I-580 -East Co.	I-580/I-680 HOV Fwy to Fwy Direct Connector -I-580 WB to I-680 SB	PSR		TBD							
5	I-580 -East Co.	I-580 WB HOV & Auxiliary lanes	Scoping		08/12							
6	I-580 -East Co.	Altamont Pass WB Truck Lane	Scoping		TBD							
7	I-580 -East Co.	EB Truck Climbing Lane over Altamont	Scoping		TBD							
8	I-580-Central Co.	Enhanced freeway management system/ TMP including CCTV, CMS, loop detectors, communication network and ramp metering -Dublin to I-880	Scoping		TBD							
I-680 Corridor:		**Total Cost: $400 M** **Total Need: $300 M**										
9	I-680	SB I-680 HOV/ HOT Lanes	PSE	Con	01/08							
10	I-680	NB I-680 Widening and HOV/ HOT Lanes	PE-Env		11/09							
11	I-680	I-880/ I-680 Cross Connector	PSR	Env	TBD							
I-880 Corridor:		**Total Cost: $758 M** **Total Need: $356 M**										
12	I-880 -North & Central Co.	I-880 42nd & High I/C Modifications	R/W	Con	07/10							
13	I-880 -North & Central Co.	I-880/92 I/C Improvements	PSE	Con	12/06							
14	I-880-South Co.	Route 84 HOV Extension -I-880 to Toll Plaza - gap closure	PSE		12/06							
15	I-880-South Co.	Improvements at Mission/ I-880 I/C (Phase 1B & Phase 2)	PSE	PSE	01/08							
16	I-880-South Co.	Route 84 Improvements -Fremont/ Union City	PE-Env	None	03/10							
17	I-880 -North & Central Co.	I-880 Broadway/ Jackson I/C Modifications	PE-Env		06/12							
18	I-880 -North & Central Co.	Modification of Embarcadero Ramps on SB I-880	PSR		TBD							
19	I-880 -North & Central Co.	Modifications to Maritime Ramps at I-80	Scoping	PSE	07/07							
20	I-880 -North & Central Co.	Ramp & O/C Modifications at 23rd & 29th Avenues including deceleration lanes and sound walls	Scoping		07/08							
21	I-880 -North & Central Co.	7th Street/ UPRR Grade Separation	Scoping	Con	01/09							
22	I-880 -North & Central Co.	Enhanced freeway management system/ TMP including CCTV, CMS, loop detectors, and communication network (I-238 to I-980)	Scoping	Scoping	05/09							
23	I-880 -North & Central Co.	Auxiliary Lanes between Marina Blvd & 98th Ave -modify I/Cs as necessary	Scoping	Scoping	06/10							
24	I-880 -North & Central Co.	Ramp reconfiguration and Aux lanes in downtown Oakland (I-980 to 29th) -Modify structures as necessary	Scoping		TBD							
25	I-880-South Co.	I-880 Improvements -between Industrial and Jackson	Scoping		TBD							
26	I-880 -North & Central Co.	Widen I-880 for HOV lanes NB from Hacienda O/C to 98th Ave and SB from 98th Ave to Marina Blvd	TBD		TBD							

Index	Corridor	Project Title	Current Phase	First Phase with Funding Need	Date Ready to Allocate Con Funds (MM/YY)	Eligibility Criteria for Bond Funding: Scoring Criteria	Top Congested Corridors?	CWTP High Priority Project?	Trade Route/ Corridor?	Ability to Leverage Funds?	Total Scoring Criteria Met	Fund Source Recommended
Rt 84 Corridor -East County:		**Total Cost: $231 M** **Total Need: $42 M**										
27	Rt 84 -East Co.	Route 84 Improvements in Livermore at Isabel / I-580 I/C	PE-Env	None	12/07							
28	Rt 84 -East Co.	Rt. 84 Expressway in Livermore	PE-Env	Con	06/10							
29	Rt 84 -East Co.	Route 84/ I-680 I/C Modifications	Scoping		TBD							
30	Rt 84 -East Co.	Construct 4-Lane facility from I-580 to I-680	Scoping		TBD							
Port Projects:		**Total Cost: $388 M** **Total Need: $156 M**										
31	Port	N. Airport Cargo Roadway	Con	Con	06/07							
32	Port	Martinez Subdivision Improvements	Scoping	None	07/07							
33	Port	Donner Summit Rail Improvements	Scoping	Scoping	07/07							
34	Port	Adeline St. Bridge Reconstruction (Adeline & 3rd Street)	Scoping	None	02/08							
35	Port	CIRIS -California Interregional Intermodal Service Inland Rail Shuttle	Scoping	Scoping	07/09							
36	Port	Outer Harbor Intermodal Terminal	Scoping	R/w	05/10							
37	Port	Tehachapi Rail Improvements	Scoping	Scoping	TBD							
38	Port	Oakland to Stockton Rail imps	Scoping	Scoping	TBD							
39	Port	Niles Subdivision Grade Separation	TBD		TBD							
I-80 Corrridor:		**Total Cost: $43 M** **Total Need: $41 M**										
40	I-80	Gilman I/C Improvements	Scoping	Env	05/08							
41	I-80	Ashby Ave I/C Improvements	Scoping	Env	07/08							
42	I-80	Enhanced freeway management system/ TMP including CCTV, CMS, loop detectors, and communication network (Bay Bridge - CC Co. Line)	Scoping	Scoping	05/09							
I-238 Corridor:		**Total Cost: $160 M** **Total Need: $160 M**										
43	I-238	Reconstruction of SB I-880 to SB I-238 and NB I-238 to NB I-880 (Washington Ave Structure -including Beatrice)	Scoping	Scoping	06/10							
44	I-238	I-580/ 238 I/C Truck Bypass	Env	Env	01/12							

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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July 27, 2006
Agenda Item 7.1.2

Memorandum

Date: July 17, 2006

To: CMA Board

From: Plans and Programs Committee

Subject: State Infrastructure Bond: TOD and Infill Policy for Regional Planning, Housing, and Infill Incentive Account

Action Requested
It is recommended that the Board adopt the following policy for the $2.8 billion affordable housing state infrastructure bond: "Transit Oriented Development and infill are high priorities for Alameda County. The housing bond measure should provide funding for Transit Oriented Development projects identified in the Alameda Countywide Transportation Plan and the Regional Transportation Plan." The bond is part of a $37.3 billion bond package that will be placed on the November ballot.

Next Steps
If the housing bond passes, CMA will send the recommended policy to the Department of Housing and Community Development.

Discussion
A special workshop was held at CMA on May 25, 2006 to discuss Alameda County's transportation priority projects for the $20 billion transportation bond. The transportation bond is part of a $37.3 billion bond package that will be placed on the November ballot. The bond package also includes $2.8 billion for affordable housing, including provisions for infill and transit oriented development. As part of the discussion at the May 25th workshop, it was requested that CMA return with a policy on the Housing Bond Measure portion of the bond package. To address this, the Transportation and Land Use Task Force met on June 15, 2006 and made a recommendation that the Board adopt a policy stating that priorities for the Housing Bond be focused on Transit Oriented Development

identified in the Countywide Transportation Plan. The following policy is therefore recommended:

> *"Transit Oriented Development and infill are high priorities for Alameda County. The housing bond measure should provide funding for Transit Oriented Development projects identified in the Alameda Countywide Transportation Plan and the Regional Transportation Plan."*

Background

The $2.8 billion bond for affordable housing, as authorized by Senate Bill (SB) 1689 (Perata), includes $850 million for "Regional Planning, Housing and Infill Incentives" to be distributed by the Department of Housing and Community Development (HCD). The bill provides that out of the $850 million total, up to $200 million shall be available for park creation, development or rehabilitation to encourage infill development. SB 1689 also specifies that "transportation improvements related to infill development" and "traffic mitigation" are eligible for this funding. SB 1689 also provides $300 million for a Transit-Oriented Development (TOD) Implementation Program to provide:

- Grants for cities, counties or transit agencies for infrastructure to make TOD feasible
- Loans for housing developments (including mixed-use, commercial). At least 15 percent of the housing development's units must be affordable for at least 55 years. The housing developments must also be on parcels at least a portion of which are within a quarter-mile of a transit station.

The legislation specifies that in ranking applications for these funds, HCD must consider, among other criteria, the extent to which a project will increase transit ridership and minimize automobile trips. HCD must also grant "bonus points" for projects in an area designated for infill development as part of a regional plan

ACTAC Review

ACTAC voted in favor of the policy with the exception of AC Transit and the City of Hayward staff who opposed it due to its focus on projects in the Countywide Transportation Plan and Regional Transportation Plan.

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July 27, 2006
Agenda Item 7.2

Memorandum

Date: July 19, 2006

To: The CMA Board

From: Plans and Programs Committee

Subject: Congestion Management Program - 2006 Level of Service Monitoring on the CMP Roadway Network

Action Requested
It is recommended that the Board: 1) review and accept the attached Executive Summary of the 2006 Level of Service Monitoring (LOS) on the CMP Roadway network; and 2) authorize a review of the roadway segmentation as part of the next CMP update with the goal of developing new segments to better reflect traffic conditions (new segments would nest within the old segments in order to evaluate any trend over time). Data collection was completed for both morning and afternoon peak periods on all segments as of June 14, 2006. Comments on the 2006 LOS Monitoring results were due to the CMA by July 14, 2006. The completed report including the graphics will be distributed in September.

Next Steps
Final report will be distributed in September. The findings of the report will be used by the Board in the conformity findings process and to identify segments for which deficiency plans may be needed. Jurisdictions that will be required to prepare a deficiency plan will be notified following completion of the application of the statutory exemptions and select link analysis in late October. CMA staff will be available for technical assistance at the request of the local jurisdictions.

Discussion

LOS Monitoring Methodology

Average speed on the CMP roadway segments are estimated based on the speed runs conducted that meet the specific criteria defined in the CMP. Then the resulting speeds are converted into the Levels of Service between A and F based on the Highway Capacity Manual. If the average speed is below 30 mph, the LOS is F and speeds above 55 mph are considered LOS A. In terms of rounding, speeds have been rounded to the nearest tenth of a mile, which means that if the average speed is 29.9 mph, it is still LOS F, but if it is

30.0 mph then it is LOS E. The LOS Standards for freeways and arterials used for this purpose is attached.

LOS Monitoring results

Based on the directions of the CMA Board, all of the segments have been monitored for afternoon and morning peak periods. Monitoring in the a.m. peak is for informational purposes only.

The attached Tables 1 and 2 show LOS F segments based on the results of the 2006 LOS Monitoring data collection efforts for the p.m. and a.m. peak periods, respectively. Segments shaded indicate new LOS F segments and segments in **bold** indicate LOS F segments that are not grandfathered but operated at LOS F during prior monitoring.

2006 LOS results show that generally speeds on freeways degraded and arterials have remained stable or slightly improved in certain segments since 2004 surveys. The following are the highlights of the performance of the roadways in comparison with 2004:

- Bay Bridge construction appears to have caused significant decrease in speed on the freeway approaches to the Bay Bridge and somewhat beyond. Peak direction approaches between the Bay Bridge and I-80 up to University Avenue in Berkeley have significantly worsened. Related impacts were observed on 1) I-580 WB in Oakland in the morning between SR 24 to I-80/I-580 Split; 2) I-580 WB in Albany in the afternoon between I-80 to Central; 3) I-80/I-580 Interchange– I-580 WB to I-80 NB in the PM ; and 4) SR 24/ I-580 Interchange in the PM – SR 24 WB to I-580 WB.
- The commute and reverse commute direction through Caldecott appear to have worsened. SR 24 EB from I-580 to Fish Ranch in the afternoon shows a decrease in speed of 14 mph. The SR 13/SR 24 Interchange in the morning from SR 13 NB to SR 24 EB registered 5 mph speed (monitored first time in 2006). The reverse ramp direction (SR 24 WB to SR 13 SB) in the afternoon shows a considerable decrease in speed.
- Other notable drop in speeds occurred on –
  - I-880 SB in the afternoon in Oakland and generally from 23rd St to I-238;
  - I-580 WB between Center to I-238 in the morning and I-580 EB in east county in the PM from 1st Street over the Altamont Pass to I-205
  - I-680 SB between SR 84 to SR 238 in the afternoon and between SR 238 to Scott Creek in the morning
- Improvements were noticed on the following corridors/segments generally in the afternoon:
  - I-680 NB between SR 238 and SR 84
  - I-880 between A St to I-238 in the NB direction improved in the morning and SB direction improved in the afternoon. This could be likely due to the increased bottleneck downstream – I-238 for the NB and SR 92 for the SB traffic.
  - SR 13 NB between Joaquin Miller/Lincoln to Moraga

Table 1 shows the results for the p.m. peak segments. There are 16 freeway segments, 6 arterial segments and 2 freeway to freeway connectors that are operating at LOS F in 2006 compared to 14 freeway segments, 5 arterial segments and one freeway to freeway connector in 2004. Of the above 24 p.m. peak segments, 6 are operating at LOS F for the first time, 7 are grandfathered and the remaining 11 operated at LOS F earlier and are not grandfathered.

Table 2 shows the results for a.m. peak LOS F segments. There are 13 freeway segments, 4 arterial segments and one freeway to freeway connector that are operating at LOS F. Of these 13 freeway segments, 12 were monitored previously, and of these 12, two segments are operating at LOS F for the first time.

A detailed list of all the 2006 LOS Monitoring results is attached (Appendices 1 through 6). These will be the appendices of the 2006 LOS Monitoring Report and include data on all freeway, state highway, arterials, ramps and special segments.

Final 2006 LOS Monitoring Report will be prepared in September. The findings of the report will be used by the Board in the conformity findings process and to identify segments for which deficiency plans may be needed. Jurisdictions that will be required to prepare a deficiency plan will be notified following completion of the application of the statutory exemptions and select link analysis sometime in late October.

The Origin and Destination (O-D) pair data were collected for 10 selected pairs. Of the ten O-D pairs, transit travel times have improved on all of the pairs in comparison to 2004 except for two pairs: Fremont- Pleasanton and Fremont - San Jose.

- Auto travel times have increased on five pairs and five pairs show decrease.
- Travel times by both auto and transit decreased on four pairs: Emeryville - Berkeley, Oakland - San Leandro, Fremont -Alameda and Alameda - Oakland. On the other hand, travel times by auto and transit worsened between Fremont and Pleasanton and Fremont and San Jose. Auto travel between Fremont and San Jose by HOV lane shows improvement.
- As before, the worst transit commute is between Fremont and Pleasanton, and the travel time has increased significantly from 2.5 hours (146 min) in 2004 to over 3 hours (181 min) in 2006. Also, the maximum increase in both transit and auto travel times occurred between Fremont and Pleasanton wherein the increase is 44% by auto and 24% by transit compared to 2004.
- Transit travel times consistently range between 2-5 times longer than that of auto travel as in 2004. Also, Oakland-San Leandro and Oakland-Pleasanton are the only two pairs whereby transit travel times are below 2 times that of auto.
- Transit travel times between Emeryville and Berkeley have consistently improved since 1998, when the travel times survey commenced, and reduced from 61 minutes in 1998 to 45 minutes in 2006.

Bicycle counts were collected by the local jurisdictions at twelve (12) major intersections across the County for the LOS Monitoring Study. Counts were collected at the same locations as in 2004. Out of the twelve (12) intersections, seven (7) intersections showed an increase in the bike usage and five (5) showed decrease. This information will be included in the annual Performance Report.

Comparison with MTC's 2005 Highway Congestion Monitoring Data

MTC released the 2005 Highway Congestion Monitoring data on June 20, 2006. The results were based on the data collected in Spring and Fall 2005. Overall, the CMA's LOS Monitoring results are generally consistent with the MTC's 2005 Highway Congestion Monitoring results. Places where slight variation occurred were due to daily variation of traffic. MTC collects data on one selected representative day. CMA's speed runs are generally conducted in Spring between Tuesday through Thursday over at least two weeks for a minimum six runs on each segment and the resulting speed is an average from all the runs. In a few cases such as I-580 and I-80, where CMA received speed data from MTC, they were consistent with at least one speed run data from the 2006 LOS Monitoring Report.

Estimation of Vehicle-Hours of Delay from the LOS Monitoring Speed Runs

In 2004, the CMA Board requested that vehicle-hours of delay for the LOS F segments be calculated as part of the 2006 LOS Monitoring Program. Staff reviewed the methodology for estimating the Vehicle-Hours of Delay (VHD) that MTC and Caltrans use in preparing the Highway Congestion Monitoring Report. It was found that the data to estimate the VHD should be collected with Global Positioning System (GPS) that will have continuous data so that it can be plotted on a graph. However, the CMA's data collection method is manual data collection and not GPS; therefore staff does not have the information to estimate VHD. Staff will work with future consultants to see how VHD can be calculated along with the estimated costs.

Plans and Programs Committee recommendation

For the purposes of the Level of Service Monitoring, the CMP roadway segments were adopted by the CMA Board in 1991. The intensity and location of congestion have increased since then throughout the county. The methodology for determining the level of service on the freeway may not be adequate to reflect congestion that is occurring. Therefore, the Plans and Programs Committee recommends that the CMP roadway segments be reviewed and new segments be developed to better reflect the existing traffic conditions. The new segments should nest within the old segments in order to evaluate any trend over time. This will be done as part of the 2007 CMP update that will begin at the end of 2006.

Relationship between Average Travel Speed and Level of Service
Alameda County Congestion Management Agency

Levels of Service for Freeway Sections[7]

LOS	Density (pc/mi/ln)[8]	Speed (mph)	Volume/Capacity Ratio	Maximum Service Flow (pcphpl)[9]
A	≤ 12	≥ 60	0.35	700
B	≤ 20	≥ 55	0.58	1,000
C	≤ 30	≥ 49	0.75	1,500
D	≤ 42	≥ 41	0.90	1,800
E	≤ 67	≥ 30	1.00	2,000
F	> 67	< 30	---[10]	---

Range for Level of Service F for Freeway Sections[11]

F30 – Average Travel Speed <30
F20 – Average Travel Speed <20
F10 – Average Travel Speed <10

Arterial Levels of Service[12]

Arterial Class	I	II	III
Range of Free Flow Speeds (mph)	45 to 35	35 to 30	35 to 25
Typical Free Flow Speed (mph)	40 mph	33 mph	27 mph
Level of Service	**Average Travel Speed (mph)**		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	<10	<7

[7] Adapted from Table 4-1, Special Report 209, Highway Capacity Manual; 1985.
[8] Passenger cars per mile per lane.
[9] Maximum service flow under ideal conditions, expressed as passenger cars per hour per lane.
[10] Highly variable, unstable flow; V/C Ratio is not applicable.
[11] Approved by Plans and Programs Committee of the ACCMA on June 14, 2004 to show degrees of LOS F on congested roadways
[12] Table 12-1, Special Report 209, Highway Capacity Manual, 1985. For Rural Roadways, refer to Table 8-1 in the Highway Capacity Manual.

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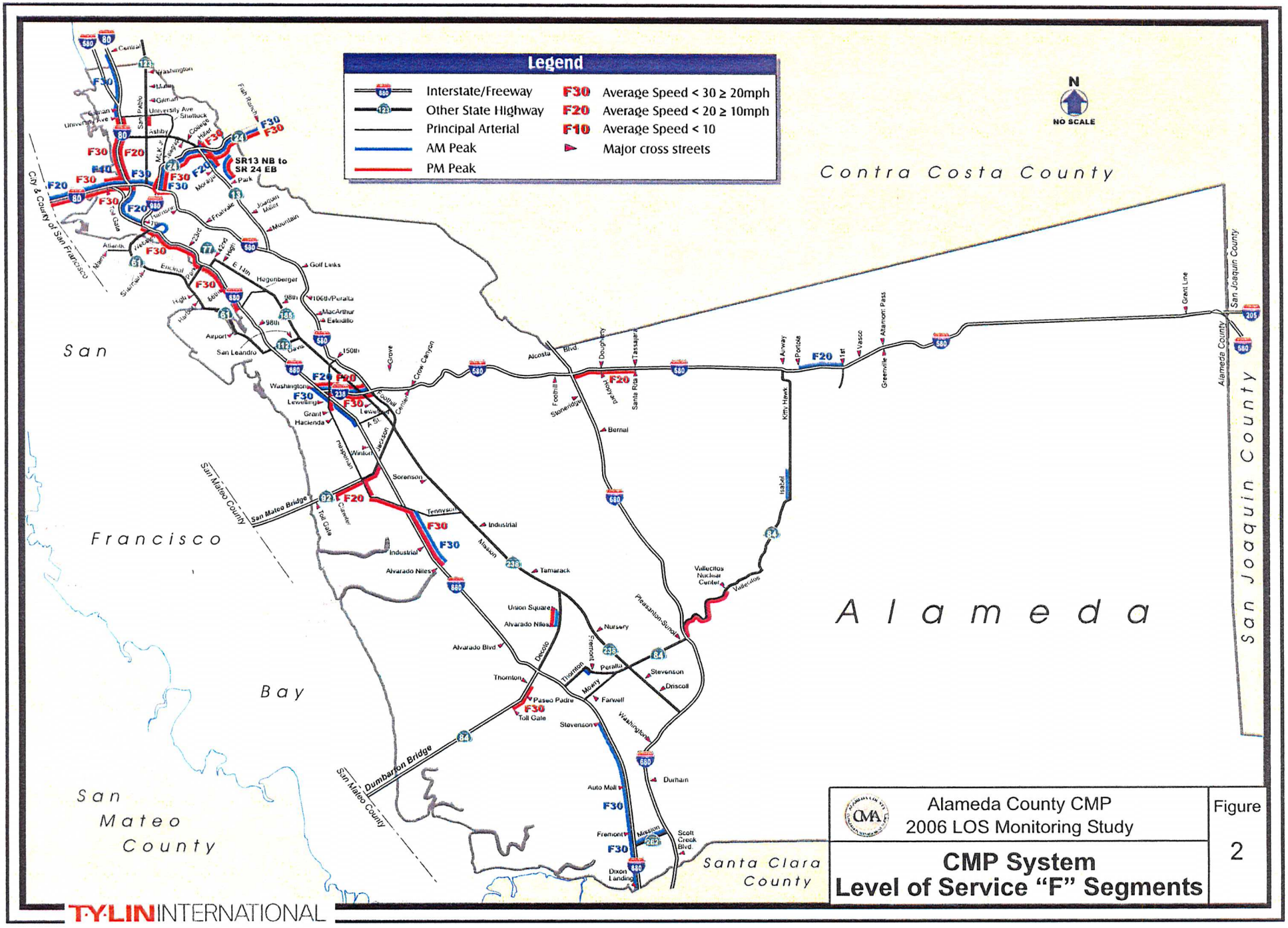

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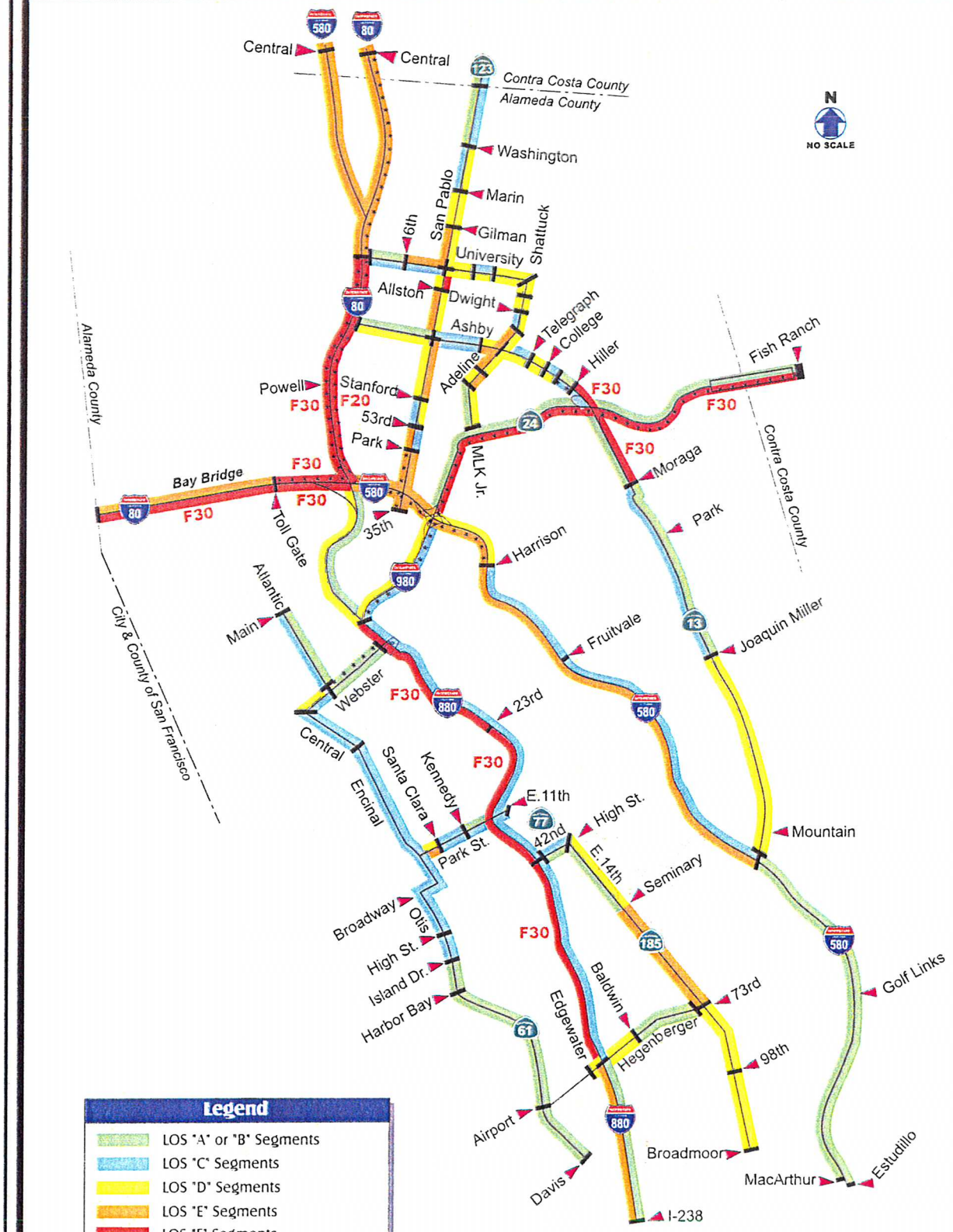
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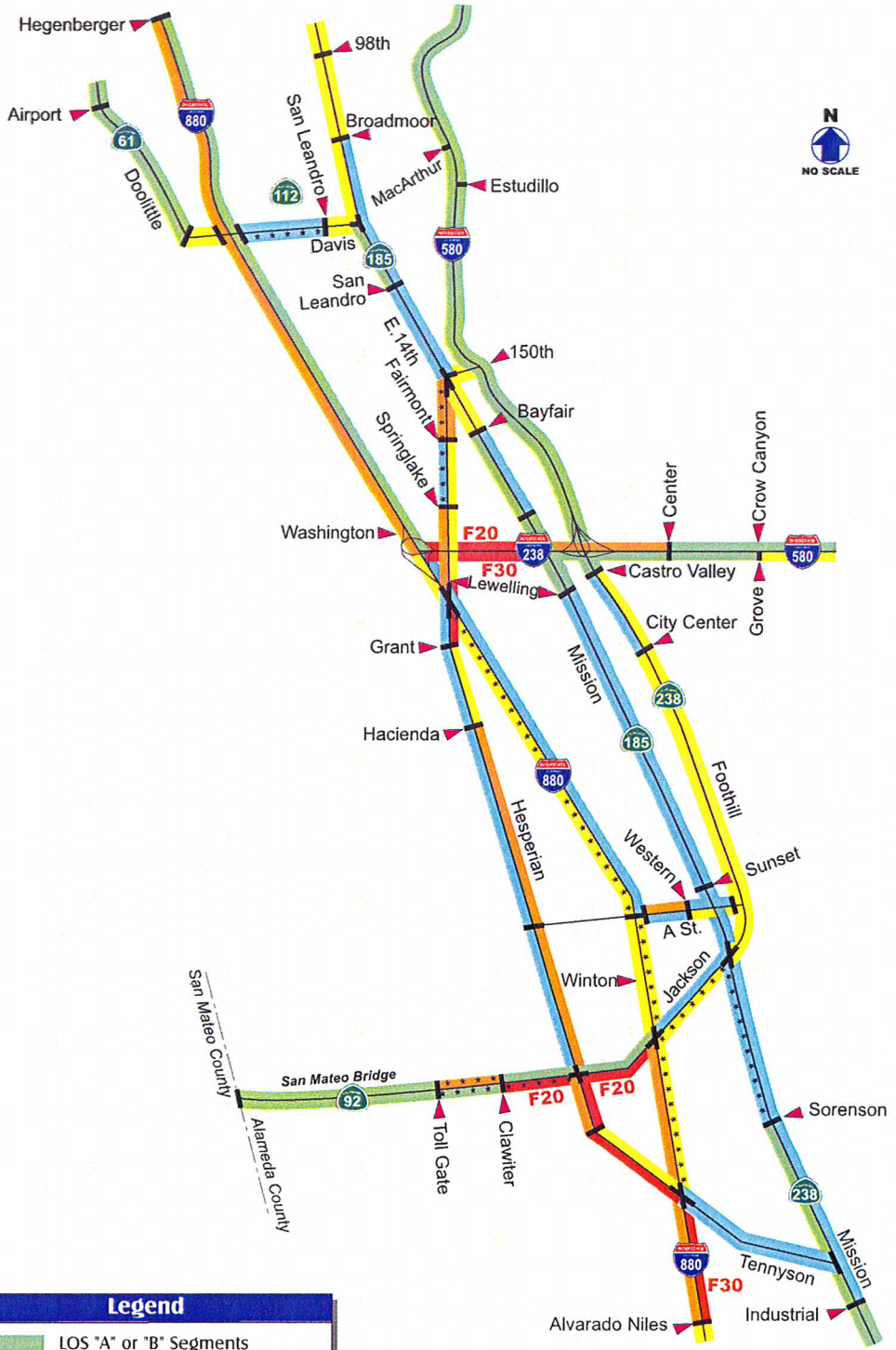
Joaquin Miller
City & County of San Francisco
F30
23rd
Central
Encinal
Santa Clara
Kennedy
F30
E.11th
High St.
42nd
Park St.
E.14th
Seminary
Mountain
Broadway
Otis
High St.
Island Dr.
Harbor Bay
F30
Baldwin
Edgewater
73rd
Golf Links
Hegenberger
98th
Airport
Broadmoor
Davis
MacArthur
Estudillo
I-238
Legend
LOS "A" or "B" Segments
LOS "C" Segments
LOS "D" Segments
LOS "E" Segments
LOS "F" Segments
F30 Average Speed < 30 ≥ 20mph
F20 Average Speed < 20 ≥ 10mph
This segment was previously identified as LOS "F" in 1991 when the CMP was first adopted.
Alameda County CMP
2006 LOS Monitoring Study
Figure
3
2006 PM Peak
Level of Service Results
Planning Area 1
TY LIN INTERNATIONAL



Legend

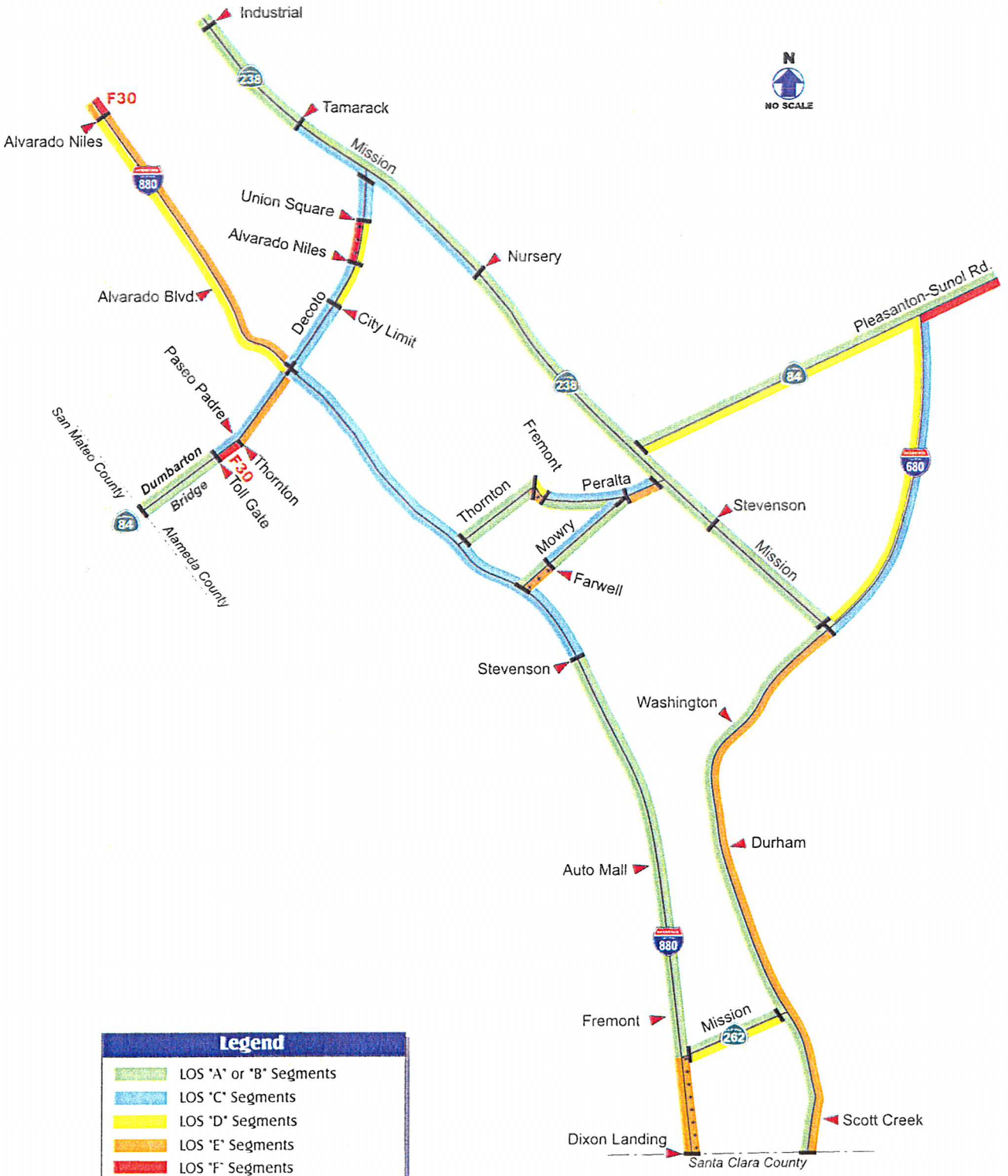
- LOS "A" or "B" Segments
- LOS "C" Segments
- LOS "D" Segments
- LOS "E" Segments
- LOS "F" Segments
- **F30** Average Speed < 30 ≥ 20mph
- **F20** Average Speed < 20 ≥ 10mph
- * * * * This segment was previously identified as LOS "F" in 1991 when the CMP was first adopted.

Alameda County CMP
2006 LOS Monitoring Study

Figure 4

2006 PM Peak Level of Service Results Planning Area 2

T·Y·LIN INTERNATIONAL

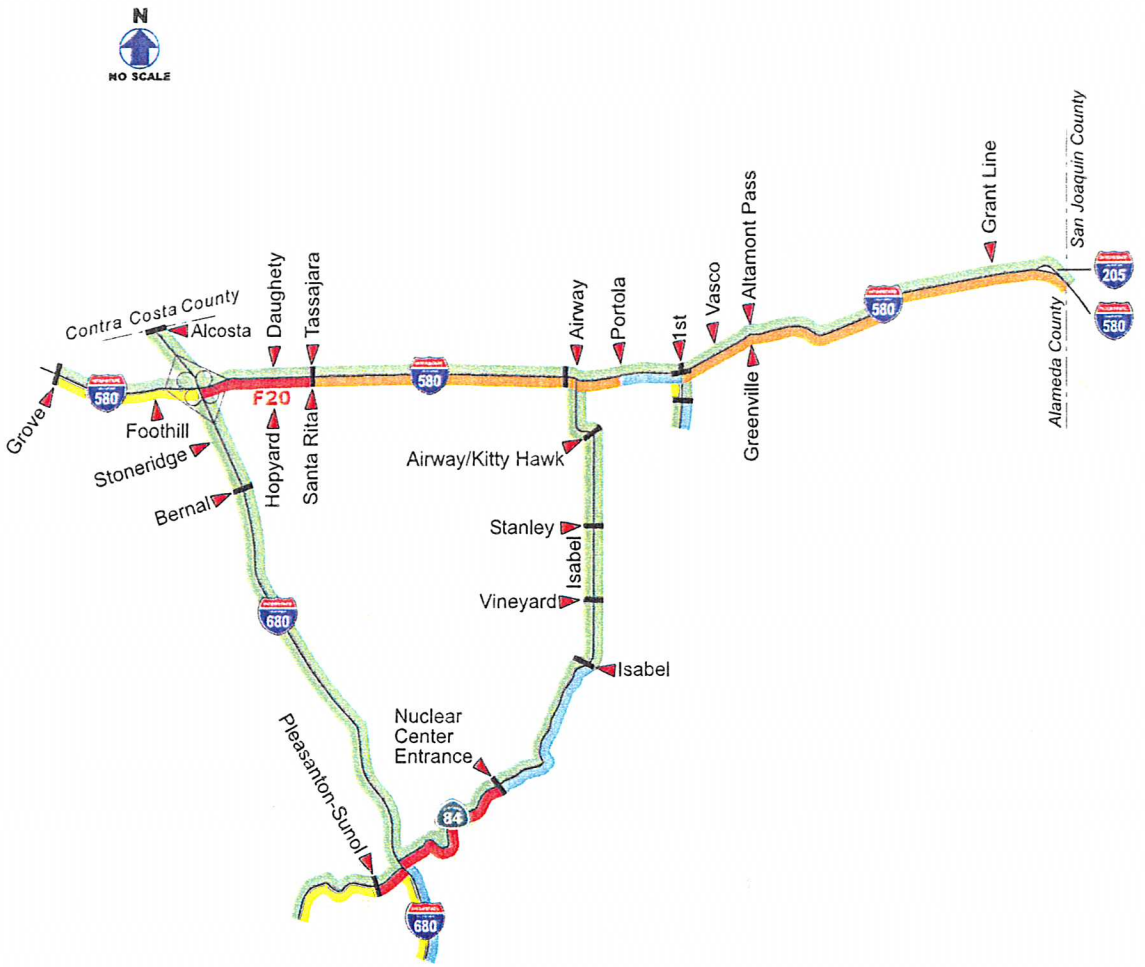


Alameda County CMP
2006 LOS Monitoring Study

Figure 5

2006 PM Peak Level of Service Results Planning Area 3

TY·LIN INTERNATIONAL

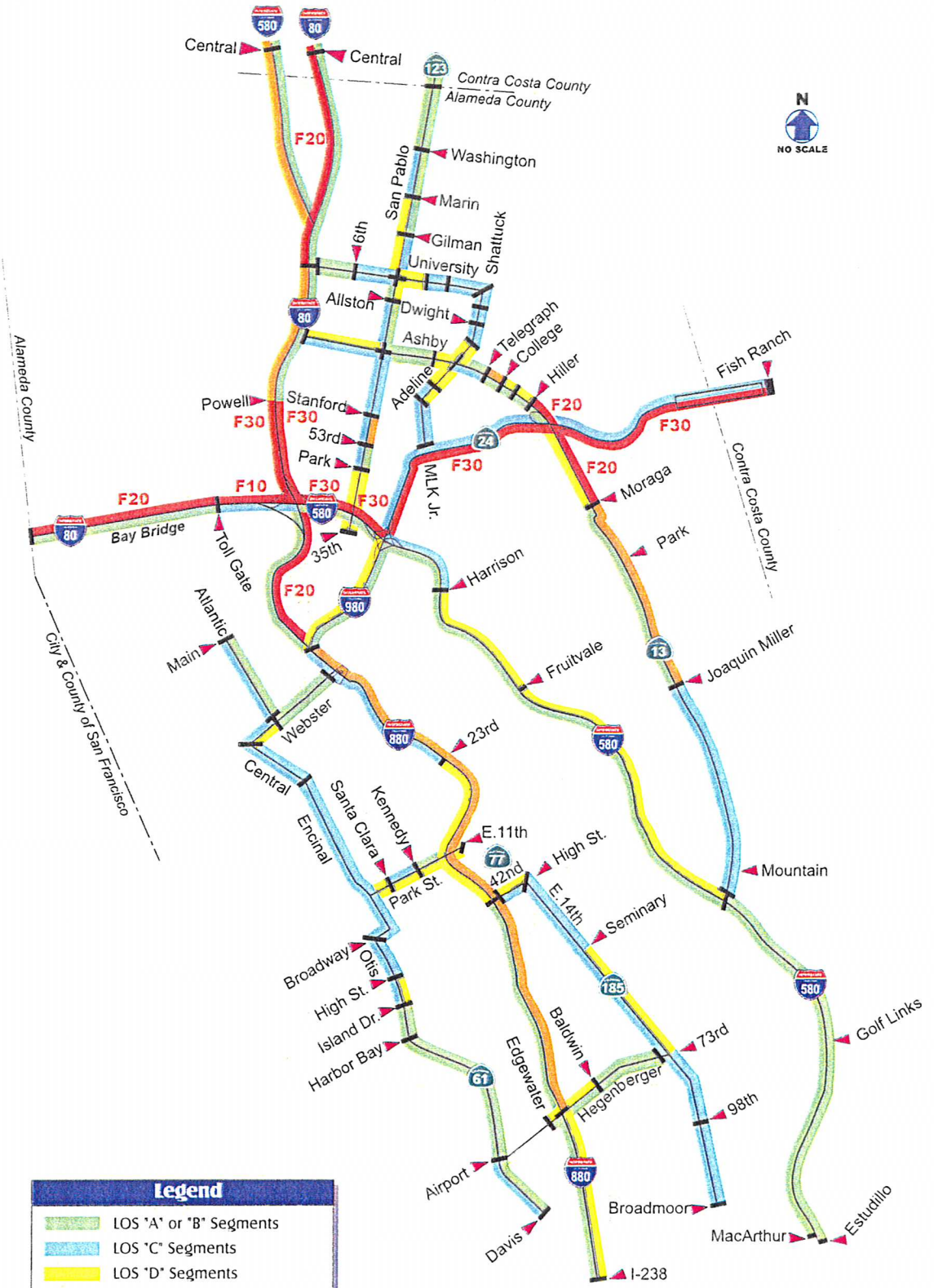


Legend

- LOS "A" or "B" Segments
- LOS "C" Segments
- LOS "D" Segments
- LOS "E" Segments
- LOS "F" Segments
- F20 Average Speed < 20 ≥ 10mph
- This segment was previously identified as LOS "F" in 1991 when the CMP was first adopted.

Alameda County CMP 2006 LOS Monitoring Study	Figure
2006 PM Peak Level of Service Results Planning Area 4	6

TYLIN INTERNATIONAL

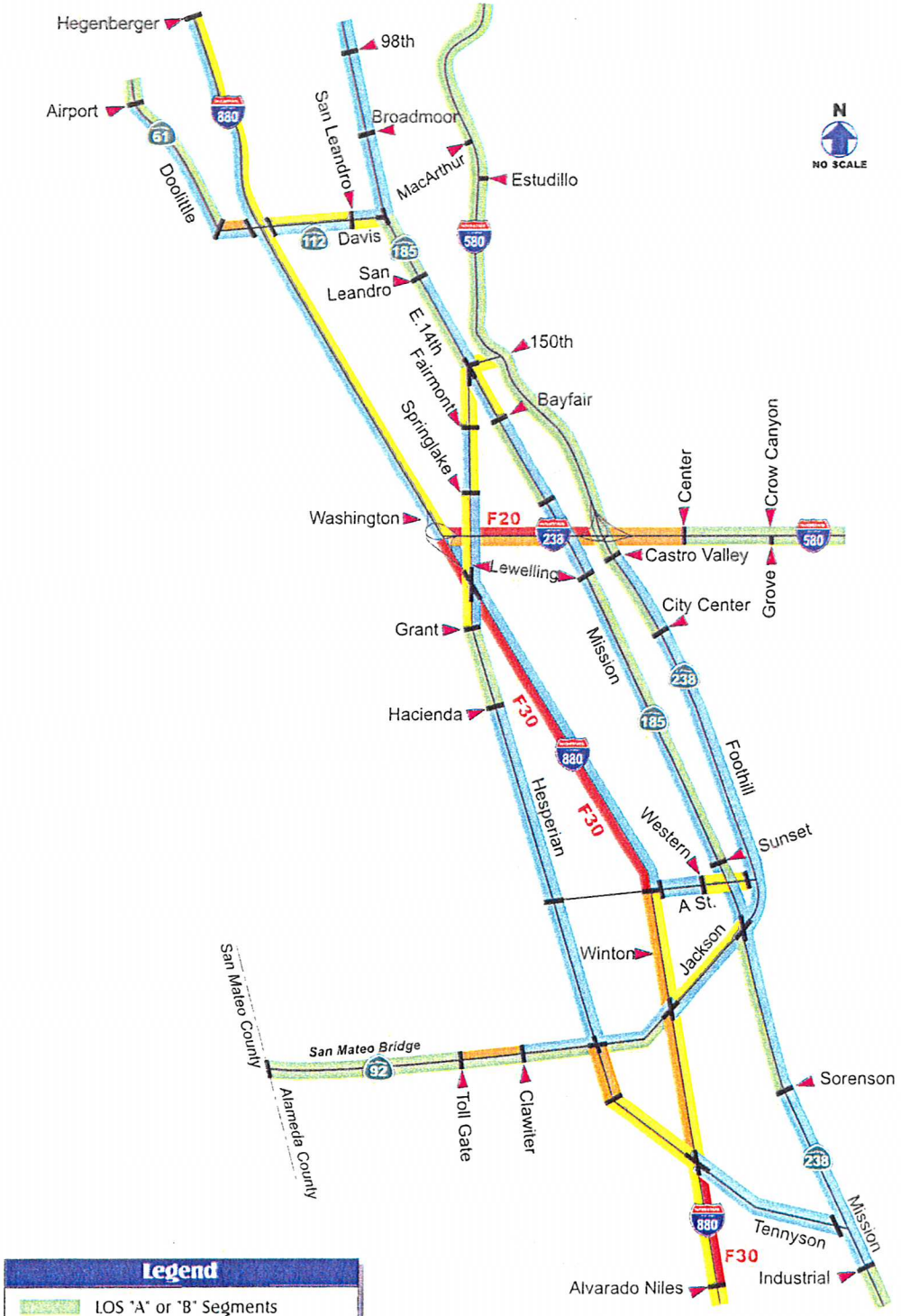


Alameda County CMP
2006 LOS Monitoring Study

Figure 7

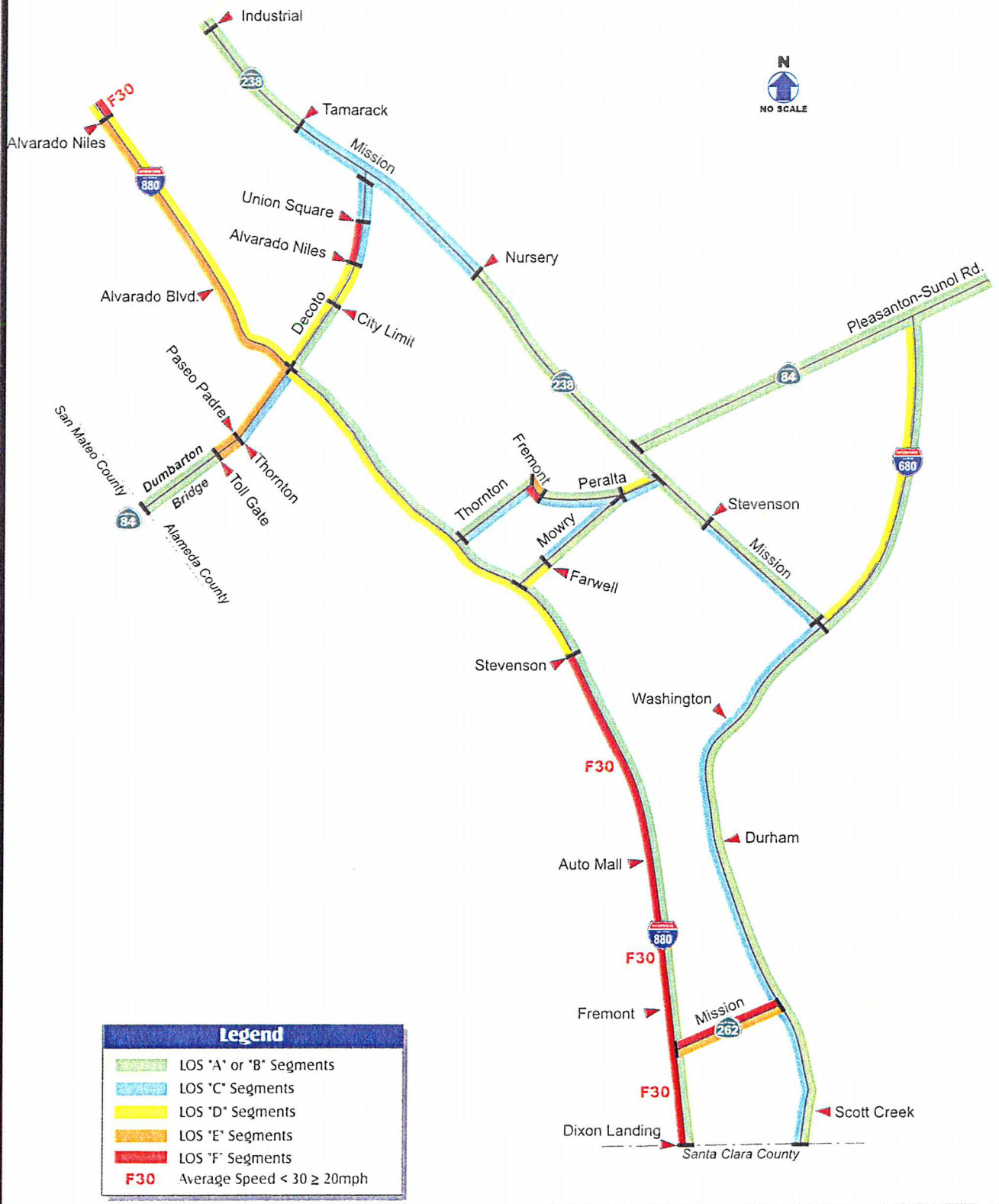
2006 AM Peak Level of Service Results Planning Area 1

TYLIN INTERNATIONAL



CMA	Alameda County CMP 2006 LOS Monitoring Study	Figure 8
	2006 AM Peak Level of Service Results Planning Area 2	

TY·LIN INTERNATIONAL



Alameda County CMP
2006 LOS Monitoring Study

Figure 9

2006 AM Peak Level of Service Results Planning Area 3

TY·LIN INTERNATIONAL

CMA	Alameda County CMP 2006 LOS Monitoring Study	Figure
	2006 AM Peak Level of Service Results Planning Area 4	10

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Table 1 - 2006 Level of Service Monitoring Results - PM Runs											
	CMP Route	Segment Limits		Jurisdiction	Length	Prior "F"	Comments	LOS Results		Run details	
		From	To		(miles)	(Years)		2004	2006		
1	I-80 - EB	SF County Line	Toll Plaza	Oakland	2.06		New LOS F	C 52.5	(F30) 29.8	Tue 3/7 4:23 Tue 3/7 4:50 Tue 3/14 4:38	Thu 3/16 5:03 Tue 5/16 4:05 Tue 5/16 4:29
2	**I-80 - EB**	**Toll Plaza**	**I-580 SB Merge**	**Oakland**	**1.15**	**93-02**		**D 43.2**	**(F30) 28.9**	**Same runs as above**	
3	I-80 - EB	I-580/80 Merge	University	Emeryville/ Berkeley	2.80	91-95, 97-04	Grandfathered and Consistently F	(F30) 23.5	(F20) 17.1	Same runs as above	
4	I-80 - WB	University	I-580 Split	Emeryville/ Berkeley	2.43	91-92, 94-'04	Grandfathered	(F30) 20.9	(F30) 27.3	Tue 3/7 4:06 Tue 3/7 4:47 Tue 3/14 4:56 Thu 3/16 4:27	Thu 3/16 5:32 Tue 3/7 5:30 Tue 5/16 4:16
5	I-80 - WB	I-580 Split	Toll Plaza	Oakland	1.20	91-'93. '97-'00 04	Grandfathered	(F30) 28.7	(F30) 22.4	Same runs as above	
6	I-238 - EB	I-880	I-580	Alameda County/ San Leandro	2.28	91-92, 94,96 97,02	Grandfathered	D 47.2	(F30) 22.7	Thu 3/9 4:13 Thu 3/30 4:02 Thu 3/30 4:31 Wed 5/10 5:54	Thu 3/30 5:08 Thu 4/27 4:14 Thu 4/27 4:44
7	**I-238 - WB**	**I-580**	**I-880**	**Alameda County/ San Leandro**	**1.60**	**97-'04**		**(F30) 21.9**	**(F20) 17.6**	**Wed 3/29 5:34 Thu 3/30 4:15 Thu 3/30 4:44 Thu 4/27 4:00**	**Thu 4/27 4:30 Thu 4/27 4:57 Wed 5/10 5:41 Tue 5/23 4:35**
8	**I-580 - EB**	**I-680**	**Santa Rita**	**Pleasanton**	**2.72**	**98-'04**		**(F10) 9.9**	**(F20) 15.7**	**Tue 3/7 4:00 Tue 3/7 5:04 Thu 3/9 4:24**	**Tue 3/14 5:27 Tue 3/14 4:00 Wed 4/26 4:29**
9	**I-880 - NB**	**Alv-Niles**	**Tennyson**	**Union City/ Hayward**	**2.65**	**00-02**		**E 39.8**	**(F30) 21.6**	**Tue 3/21 5:01 Wed 3/22 4:56 Tue 5/2 4:00**	**Thu 5/4 5:12 Tue 5/9 4:14 Tue 5/9 5:17**

Note-
- shaded rows indicate new LOS F segments.
- segments shown in bold are not grandfathered but LOS F during prior monitoring.

Table 1 - 2006 Level of Service Monitoring Results - PM Runs											
	CMP Route	Segment Limits		Jurisdiction	Length	Prior "F"	Comments	LOS Results		Run details	
		From	To		(miles)	(Years)		2004	2006		
10	**I-880 - SB**	**I-980**	**23rd**	**Oakland**	**2.79**	**04**		**(F30) 20.2**	**(F30) 20.5**	**Wed 3/8 4:26** **Tue 3/21 4:13** **Tue 3/28 4:06** **Th 5/18 4:34**	**Tue 5/2 4:51** **Wed 5/17 4:14** **Wed 5/17 5:51**
11	I-880 - SB	23rd St	High/42nd	Oakland	1.35		New LOS F	D 45.0	(F30) 22.3	Wed 3/8 4:26 Tue 3/21 4:13 Tue 3/28 4:06 Tue 5/2 4:51	Thu 5/4 4:00 Thu 5/18 4:34 Tue 5/23 4:20
12	I-880 - SB	High/42nd	Hegenberger	Oakland	2.27		New LOS F	E 32.3	(F30) 23.7	Same runs as above	
13	**SR 13 - NB**	**Moraga Ave**	**Hiller (Sig)**	**Oakland**	**1.57**	**04**		**(F30) 22.1**	**(F30) 23.3**	**Wed 3/8 4:08** **Wed 3/8 4:22** **Thu 3/9 5:10**	**Wed 3/15 5:05** **Wed 3/15 5:22** **Tue 6/13 4:10**
14	SR 24 - EB	I-580 On-ramp	Fish Ranch	Oakland	4.52	91-'97,'02	Grandfathered	E 39.9	(F30) 26.2	Thu 3/9 4:47 Wed 3/15 4:00 Wed 3/15 4:25	Thu 3/9 4:15 Wed 3/22 5:05 Wed 3/22 4:40
15	**SR 84 - EB**	**Toll Plaza**	**Thornton**	**Fremont**	**0.27**	**04**		**(F30) 29.8**	**(F30) 28.3**	**Wed 3/15 5:19** **Thu 3/16 5:24** **Tue 3/21 4:22**	**Tue 3/21 5:11** **Wed 3/22 4:27** **Wed 3/22 5:07**
16	SR 92 - EB	Clawiter	I-880	Hayward	2.10	91-92,94-'95,97-04	Grandfathered	(F20) 14.2	(F20) 15.2	Tue 3/28 5:25 Wed 3/29 5:41 Thu 3/30 4:26	Tue 4/25 5:00 Tue 4/25 5:45 Thu 4/27 4:45
17	Hesperian - NB	Tennyson	SH 92 - WB	Hayward	0.47		New LOS F	E 13.0	F 11.6	Thu 3/9 4:56 Wed 3/22 5:05 Thu 3/23 4:00	Thu 3/23 4:25 Wed 5/10 5:05 Tue 5/23 5:23
18	**Hesperian - NB**	**Grant**	**Llewelling**	**Alameda County**	**0.28**	**00,04**		**F 8.2**	**F 8.8**	**Same runs as above**	

Note-
- shaded rows indicate new LOS F segments.
- segments shown in bold are not grandfathered but LOS F during prior monitoring.

Table 1 - 2006 Level of Service Monitoring Results - PM Runs											
	CMP Route	Segment Limits		Jurisdiction	Length	Prior "F"	Comments	LOS Results		Run details	
		From	To		(miles)	(Years)		2004	2006		
19	Tennyson - EB	Hesperian	I-880	Hayward	0.88		New LOS F	E 13.0	F 11.5	Thu 3/9 4:46	Thu 3/23 4:15
										Thu 3/9 5:46	Thu 3/23 5:02
										Wed 3/22 4:50	Tue 5/23 5:14
20	Decoto - WB	Union Square	Alv-Niles Rd	Union City	0.25	91-94,96,98,'00-04	Grandfathered	F 8.1	F 8.7	Wed 3/15 4:51	Tue 3/21 4:49
										Thu 3/16 4:59	Tue 3/21 5:46
										Tue 3/21 4:02	Wed 3/22 4:05
21	**SR 84 - EB**	**Ple-Sunol Rd**	**Vallecitos Ent.**	**Alameda County**	**2.96**	**02-04**		**F 17.5**	**F 18.6**	**Wed 3/8 4:00**	**Wed 3/8 4:29**
										Wed 3/15 4:56	**Thu 3/9 5:25**
										Thu 3/16 5:16	**Tue 3/14 5:19**
22	**SR 123 San Pablo - NB**	**Allston**	**University**	**Berkeley**	**0.20**	**98-00**		**E 7.8**	**F 5.7**	**Wed 3/8 4:19**	**Wed 5/17 5:33**
										Wed 3/8 5:17	**Thu 5/18 4:35**
										Tue 3/23 4:38	**Thu 5/18 5:59**
										Tue 3/21 5:08	
23	**SR 13/SR24 Interchange**	**SR 13 NB**	**SR 24 EB**	**Oakland**	**0.32**	**92-04**		**F 9.5**	**F 11.3**	**Thu 5/11 5:05**	**Thu 6/8 5:49**
										Thu 5/11 5:15	**Tue 6/13 4:25**
										Thu 5/11 5:35	**Tue 6/13 4:33**
										Wed 6/7 5:51	
24	I-580/SR 24 Connection	SR 24 WB	I-580 EB	Oakland	0.74		New LOS F	C 39.2	F 18.5	Wed 5/17 4:44	Wed 6/7 5:10
										Wed 5/17 4:48	Wed 6/7 5:21
										Wed 6/7 4:49	Wed 6/7 5:32

Note-
- shaded rows indicate new LOS F segments.
- segments shown in bold are not grandfathered but LOS F during prior monitoring.

Table 2 - 2006 Level of Service Monitoring Results - AM Runs											
	CMP Route	Segment Limits		Jurisdiction	Length	Prior	LOS Results		Comments	Run details	
		From	To		(miles)	LOS F	2004	2006			
1	I-80 - WB	Central	University	Berkeley/ Albany	2.48	97.00-02	E 36.7	F20 19.1		Tue 3/7 7:08 Tue 3/7 8:20 Thu 3/9 8:49	Thu 3/9 7:56 Thu 3/16 7:19 Thu 3/16 8:34	Tue 5/9 8:20 Thu 3/9 7:02
2	I-80 - WB	I-580 Split	Toll Plaza	Oakland	1.20	97-04	F20 19.7	F10 3.2		Tue 3/7 7:08 Tue 3/7 8:20 Thu 3/9 7:02	Thu 3/9 7:56 Thu 3/16 7:19 Wed 3/22 7:13	
3	I-80 - WB	Toll Plaza	SF County	Oakland	2.00	97-04	F30 20.4	F20 17.1		Same runs as above		
4	I-238 - WB	I-580	I-880	Alameda County / San Leandro	1.60	96-02	F30 20.2	F20 15.4		Tue 3/28 8:27 Wed 3/29 7:01 Thu 3/30 8:30	Tue 5/9 7:30 Tue 5/9 8:09 Tue 5/23 7:55	Tue 5/23 8:36
5	I-580 - WB	1st Ave	Portola Ave	Livermore	2.52		F20 10.4	F20 13.9		Tue 3/7 7:26 Thu 3/9 7:01 Thu 3/9 8:18	Tue 3/14 7:43 Thu 3/16 7:24 Thu 4/27 7:01	Thu 4/27 8:24 Thu 4/27 7:29
6	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oakland	0.69	02	B 58.3	F30 25.8		Thu 3/9 7:34 Thu 3/16 7:30 Tue 3/21 7:16	Wed 3/22 8:31 Thu 3/23 7:16 Thu 5/11 7:38	Thu 4/27 8:47
7	I-880 - NB	Alv-Niles	Tennyson	Union City/ Hayward	2.65		E 33.7	F30 24.4	New LOS F	Tue 3/28 7:17 Thu 4/27 8:10 Tue 6/6 8:01	Tue 6/6 8:30 Wed 6/7 8:26 Thu 6/8 7:28	
8	I-880 - NB	I-980	I-880/80 Merge	Oakland	3.78	04	F30 24.7	F20 18.0		Wed 3/8 8:06 Tue 3/21 7:56 Thu 4/27 8:57	Thu 4/27 8:32 Tue 5/16 7:26 Wed 5/3 7:59	
9	I-880 - SB	I-238 (Marina before 06)	A St	San Leandro / Alameda County	2.03		E 36.5	F30 27.3	New LOS F	Tue 3/21 7:26 Tue 3/21 8:54 Wed 3/22 8:44	Thu 3/23 7:16 Wed 4/26 8:30 Tue 5/23 7:00	
10	I-880 - SB	Stevenson	SR 262/Mission	Fremont	4.30	04	F30 26.4	F30 25.9		Tue 3/14 8:17 Thu 3/9 8:27 Thu 3/16 7:17	Thu 3/16 8:18 Thu 3/23 7:38 Tue 3/28 8:11	
11	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fremont	1.27	04	F30 21.4	F30 20.3		Same as above		

Note -
Shaded portion denotes new LOS F segments and monitored previously.

Table 2 - 2006 Level of Service Monitoring Results - AM Runs												
	CMP Route	Segment Limits		Jurisdiction	Length	Prior	LOS Results		Comments	Run details		
		From	To		(miles)	LOS F	2004	2006				
12	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oakland	1.57		n/a	F20 17.3	Monitored for the first time	Thu 3/16 8:00	Thu 3/23 7:15	Tue 5/16 7:18
										Thu 3/16 8:22	Thu 3/30 7:45	Tue 6/13 7:17
										Thu 3/23 7:00	Thu 3/30 8:05	Tue 6/13 7:52
13	SR 24 - EB	I-580 On-ramp	Fish Ranch	Oakland	4.52	02	E 33.1	F30 27.6		Wed 3/15 7:00	Thu 3/23 8:28	Wed 5/10 8:41
										Wed 3/15 7:25	Thu 3/30 7:00	
										Thu 3/23 8:00	Thu 3/30 7:20	
14	Decoto - WB	Union Square	Alv-Niles Rd	Union City	0.25		n/a	F 7.4	Monitored for the first time	Tue 3/14 7:52	Tue 3/21 7:59	Tue 3/21 7:03
										Wed 3/15 8:10	Wed 3/22 7:02	
										Thu 3/16 7:41	Wed 3/22 7:55	
15	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fremont	0.33		n/a	F 9.7	Monitored for the first time	Tue 3/21 7:50	Wed 3/29 7:35	Wed 5/17 7:05
										Tue 3/21 8:22	Wed 3/29 8:18	
										Tue 3/21 8:52	Thu 5/11 7:12	
16	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fremont	1.11		n/a	F 11.4	Monitored for the first time	Wed 3/15 7:34	Wed 3/29 8:21	Thu 4/27 7:54
										Wed 3/29 7:19	Wed 3/29 8:54	
										Wed 3/29 7:48	Thu 4/27 7:00	
17	SR 84 wb	Vineyard	Isabel	Livermore	1.15		n/a	F 10.7	Monitored for the first time	Wed 3/15 7:40	Thu 5/11 8:00	Wed 6/14 7:41
										Tue 3/21 7:01	Wed 5/17 7:54	
										Wed 3/22 8:23	Tue 3/14 7:01	
18	SR 13/ SR 24 Interchange	SR 13 NB	SR 24 EB	Oakland	0.32		n/a	F 5.3	Monitored for the first time	Tue 5/16 8:10	Tue 5/16 8:58	
										Tue 5/16 8:34	Wed 6/7 8:16	
										Tue 5/16 8:47	Tue 6/13 7:04	
19	I-880/SR 260 Connection	SR 260 EB	I-880 NB	Oakland	0.36		n/a	F 10.5	Monitored for the first time	Thu 5/18 8:31	Tue 6/13 8:35	
										Tue 6/6 8:59	Wed 6/14 8:00	
										Tue 6/13 8:53	Wed 6/14 8:14	

Note -
Shaded portion denotes new LOS F segments and monitored previously.

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Freeway Segments - PM Peak

	CMP Route	Segment Limits From	Segment Limits To	Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	2004 LOS Results LOS	2006 LOS Results Speed	2006 LOS Results LOS
1	I-80 - EB	SF County Line	Toll Plaza	Oak	1	2.06	10		52.5	C	29.8	**(F30)**
2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1	1.15	10	93-02	43.2	D	28.9	**(F30)**
3	I-80 - EB	I-580/80 Merge	University	Emery - Berk	1	2.80	10	91-95, 97-04	23.5	**(F30)**	17.1	**(F20)**
4	I-80 - EB	University	Central	Berk - Alb	1	2.40	10	91-92, 96-97,02	43.5	D	32.3	E
5	I-80 - WB	Central	University	Berk - Alb	1	2.48	10		40.2	E	32.2	E
6	I-80 - WB	University	I-580 Split	Emery - Berk	1	2.43	10	91-92, 94-'04	20.9	**(F30)**	27.3	**(F30)**
7	I-80 - WB	I-580 Split	Toll Plaza	Oak	1	1.20	10	91-'93. '97-'00 04	28.7	**(F30)**	22.4	**(F30)**
8	I-80 - WB	Toll Plaza	SF County	Oak	1	2.00	10	04	27.8	**(F30)**	34.8	E
9	I-238 - EB	I-880	I-580	Uninc-San L	2	2.28	6	91-92,94,96-97,02	47.2	D	22.7	**(F30)**
10	I-238 - WB	I-580	I-880	Uninc-San L	2	1.60	6	97-'04	21.9	**(F30)**	17.6	**(F20)**
11	I-580 - EB	I-580/I-238 (Changed fro	Grove	Unincorp	2	2.88	8		60.1	A	57.8	B
12	I-580 - EB	Grove	I-680	Uninc - Pleas	4	7.74	8		48.4	D	48.6	D
13	I-580 - EB	I-680	Santa Rita	Plea	4	2.72	8	98-'04	9.9	**(F10)**	15.7	**F20**
14	I-580 - EB	Santa Rita	Portola	Unincorp	4	4.47	8	02	32.9	E	40.2	E
15	I-580 - EB	Portola	1st Ave	Liv	4	2.70	8	02	37.2	E	49.2	C
16	I-580 - EB	1st Ave	I-205 (SJ Co) Off	Liv - Uninc	4	9.83	8		46.4	D	33.8	E
17	I-580 - WB	I-205 (SJ Co)	1st Ave	Liv - Uninc	4	10.04	8		60.6	A	61.9	A
18	I-580 - WB	1st Ave	Portola Ave	Liv	4	2.52	8		66.1	A	60.6	A
19	I-580 - WB	Portola Ave	Tassajara Rd	Liv-Plea	4	4.70	8		63.7	A	66.7	A
20	I-580 - WB	Tassajara Rd	I-680	Plea	4	2.87	8		55.6	B	57.2	B
21	I-580 - WB	I-680	Center	Plea - Uninc	4	8.08	8		64.2	A	56.4	B
22	I-580 - WB	Center	I-580/238	Unincorp	2	1.94	8	'00,04	24.0	**(F30)**	36.5	E
23	I-580 - EB	I-80	Harrison	Oak	1	2.37	8	91-'92	39.2	E	40.3	E
24	I-580 - EB	Harrison	SH 13 Off	Oak	1	5.09	8	04	29.6	**(F30)**	37.4	E
25	I-580 - EB	SH 13 Off	MacArthur	Foothill	1	4.09	8		59.8	B	57.1	B
26	I-580 - EB	MacArthur	I-580/238	SL - Hay	2	4.33	8		62.0	A	59.7	B
27	I-580 - WB	I-238	Foothill/MacArthur	Oak -SL	2	4.42	8		60.4	A	69.7	A
28	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak -SL	1	3.89	8		62.5	A	59.2	B
29	I-580 - WB	SH 13 Off	Fruitvale	Oak	1	2.36	8		61.2	A	52.4	C
30	I-580 - WB	Fruitvale	Harrison	Oak	1	2.21	8		51.8	C	51.7	C
31	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1	1.16	8		50.2	C	43.9	D
32	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1	0.69	8		33.3	E	33.8	E
33	I-580 - EB	Central	I-80 Jct	Alb	1	0.77	4		43.2	D	38.7	E
34	I-580 - WB	I-80 Jct	Central	Alb	1	1.07	4		66.6	A	39.4	E

Freeway Segments - PM Peak

	CMP Route	Segment Limits From	Segment Limits To	Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	2004 LOS Results LOS	2006 LOS Results Speed	2006 LOS Results LOS
35	I-680 - NB	Scott Creek	SR 238	Fre	3	5.97	6		31.3	E	40.7	E
36	I-680 - NB	SR 238	SR 84	Unincorp	3	5.13	6		30.6	E	54.0	C
37	I-680 - NB	SR 84	Bernal Ave	Plea - Uninc	4	4.97	6		55.6	B	64.3	A
38	I-680 - NB	Bernal Ave	I-580	Plea	4	3.23	6		59.5	B	62.1	A
39	I-680 - NB	I-580	Alcosta	Dub	4	1.83	6		73.0	A	64.0	A
40	I-680 - SB	Alcosta	I-580	Dub	4	1.84	6		66.9	A	63.6	A
41	I-680 - SB	I-580	Bernal	Plea	4	3.31	6		61.2	A	61.1	A
42	I-680 - SB	Bernal	SR 84	Unincorp	4	5.13	6		68.0	A	64.1	A
43	I-680 - SB	SR 84	SR 238	Unincorp	3	4.60	6		64.9	A	46.5	D
44	I-680 - SB	SR 238	Scott Creek	Fre	3	6.42	6		66.6	A	62.8	A
45	I-880 - NB	Dix Landing	SR 262/Mission	Fre	3	2.08	8	91-'92	41.8	D	33.8	E
46	I-880 - NB	SR 262/Mission	Stevenson	Fre	3	3.98	8	96	59.2	B	56.5	B
47	I-880 - NB	Stevenson	Decoto	Fre	3	4.04	8	96-'98	56.8	B	54.4	C
48	I-880 - NB	Decoto	Alv-Niles	Fre - Un Cty	3	2.68	8	02	42.5	D	34.6	E
49	I-880 - NB	Alv-Niles	Tennyson	Un Cty - Hay	3	2.65	8	00-02	39.8	E	21.6	(F30)
50	I-880 - NB	Tennyson	SR 92	Hay	2	1.14	8	91-'92	33.2	E	43.0	D
51	I-880 - NB	SR 92	A St	Hay	2	1.52	8	91-'92	50.7	C	45.0	D
52	I-880 - NB	A St	I-238	Unincorp	2	1.82	8	94-'95	31.3	E	53.9	C
53	I-880 - NB	I-238	Hegenberger	Oak -SL	2	5.33	8		63.7	A	59.1	B
54	I-880 - NB	Hegenberger	High/42nd	Oak	1	2.47	8		51.2	C	54.8	C
55	I-880 - NB	High/42nd	I-980	Oak	1	3.70	8		54.8	C	51.7	C
56	I-880 - NB	I-980	I-880/80 Merge	Oak	1	3.78			63.8	A	63.8	A
59	I-880 - SB	I-880/80 Split	I-980	Oak	1	4.28			57.3	B	43.1	D
60	I-880 - SB	I-980	23rd	Oak	1	2.79	8	04	20.2	(F30)	20.5	(F30)
61	I-880 - SB	23rd St	High/42nd	Oak	1	1.35	8		45.0	D	22.3	(F30)
62	I-880 - SB	High/42nd	Hegenberger	Oak	1	2.27	8		32.3	E	23.7	(F30)
63	I-880 - SB	Hegenberger	I-238	Oak -SL	1	4.97	8	91-'92	46.0	D	37.7	E
64	I-880 - SB	I-238	A St	SL-Uninc	2	2.03	8	91-'92, '00-04	28.1	(F30)	46.8	D
65	I-880 - SB	A St	Rt 92	Hay	2	1.81	8		37.8	E	46.0	D
66	I-880 - SB	Rt 92	Tennyson	Hay	2	0.96	8	00	31.7	E	34.2	E
67	I-880 - SB	Tennyson	Alv-Niles	Hay - UC	2	2.49	8		35.3	E	40.0	E
68	I-880 - SB	Alv-Niles	Decoto	UC - Fre	3	2.54	8		44.6	D	48.5	D
69	I-880 - SB	Decoto	Stevenson	Fre	3	4.07	8		53.7	C	53.6	C
70	I-880 - SB	Stevenson	SR 262/Mission	Fre	3	4.30	8		65.6	A	66.8	A
71	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	3	1.27	8	92	38.5	E	30.7	E

Freeway Segments - PM Peak

	CMP Route	Segment Limits From	Segment Limits To	Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	2004 LOS Results LOS	2006 LOS Results Speed	2006 LOS Results LOS
72	I-980 - WB	SR 24 @ 580	I-880	Oak	1	2.27	8		50.2	C	41.5	D
73	I-980 - EB	I-880	SR 24 @ 580	Oak	1	2.32	8	'91	45.3	D	51.0	C
74	SR 13 - NB	Mountain On	Joa Miller/Linc	Oak	1	2.47	4		62.4	A	47.1	D
75	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1	1.77	4		34.5	E	61.2	A
76	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1	1.57	4	04	22.1	(F30)	23.3	(F30)
77	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1	1.66	4		57.8	B	57.4	B
78	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1	2.04	4		58.3	B	49.1	C
79	SR 13 - SB	Joa Miller/Linc	I-580 Ramp	Oak	1	2.23	4		33.6	E	43.4	D
80	SR 24 - EB	I-580 On-ramp	Fish Ranch	Oak	1	4.52	8	91-'97,'02	39.9	E	25.5	(F30)
81	SR 24 - WB	Fish Ranch	I-580 Off-ramp	Oak	1	4.47	8		58.7	B	58.8	B
82	SR 84 - EB	San M CL	Toll Plaza	Fremont	3	2.97	6		59.3	B	62.4	A
83	SR 84 - EB	Toll Plaza	Thornton	Fremont	3	0.27	6	04	29.8	(F30)	28.3	(F30)
84	SR 84 - EB	Thornton	I-880	Newark	3	2.21	6	04	29.7	(F30)	33.6	E
85	SR 84 - WB	I-880	Toll Plaza	Newark	3	2.89	6		56.1	B	49.3	C
86	SR 84 - WB	Toll Plaza	San M CL	Fremont	2	3.17	6		63.1	A	64.2	A
87	SR 92 - EB	San M CL	Toll Plaza	Uninc - Hay	2	2.61	6	97-'02	65.9	A	66.9	A
88	SR 92 - EB	Toll Plaza	Clawiter	Uninc - Hay	2	1.76	6	91-'94, '96-'02	59.6	B	60.8	A
89	SR 92 - EB	Clawiter	I-880	Hay	2	2.10	6	91-92,94-'95,97-'04	14.2	(F20)	15.2	(F20)
90	SR 92 - WB	I-880	Clawiter	Hay	2	2.01	6		63.0	A	56.0	B
91	SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	2	1.87	6	91-'92	40.3	E	40.1	E
92	SR 92 - WB	Toll Plaza	San M CL	Uninc - Hay	2	2.61	6		61.7	A	63.5	A

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Arterial Segments - PM Peak

#	CMP Route	Segment Limits From	Segment Limits To	Jurisdiction	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	2004 LOS Results LOS	2006 LOS Results Speed	2006 LOS Results LOS
1	150th St - EB	Hesperian	I-580	SL	0.51	II	2	2		15.0	D	16.4	D
2	150th St - WB	I-580	Hesperian	SL	0.51	II	2	2		16.5	D	17.7	D
3	A Street - EB	I-880	Western	Hay	1.08	II	2	2		22.7	C	21.3	C
4	A Street - EB	Western	SR 238	Hay	0.53	III	2	2		8.5	E	9.2	D
5	A Street - WB	SR 238	Western	Hay	0.53	III	2	2		14.5	C	16.4	C
6	A Street - WB	Western	I-880	Hay	1.08	II	2	2		14.6	D	11.9	E
7	Atlantic - EB	Main	Webster	Ala	0.80	II	1	2		22.7	C	19.1	C
8	Atlantic - WB	Webster	Main	Ala	0.80	II	1	2		26.8	B	24.5	B
9	Hegenberger - EB	Edgewater	Baldwin	Oak	0.73	I	1	3		28.3	B	21.4	D
10	Hegenberger - EB	Baldwin	E 14th	Oak	1.03	I	1	3		26.9	C	28.5	B
11	Hegenberger - WB	E 14th	Baldwin	Oak	1.03	I	1	3		59.2	A	33.6	B
12	Hegenberger - WB	Baldwin	Edgewater	Oak	0.73	I	1	3		16.7	E	20.1	D
13	Hesperian - NB	Tennyson	SH 92 - WB	Hay	0.47	I	2	3		13.0	E	11.6	• (F) •
14	Hesperian - NB	SH 92	A St	Hay	2.19	II	2	3	'92	15.7	D	12.3	E
15	Hesperian - NB	A St	Hacienda	Unin	0.65	II	2	2		23.2	C	13.8	E
16	Hesperian - NB	Hacienda	Grant	Unin	0.65	II	2	2		16.0	D	16.8	D
17	Hesperian - NB	Grant	Llewelling	Unin	0.28	II	2	2	00,04	8.2	• (F) •	8.8	• (F) •
18	Hesperian - NB	Llewelling	Springlake	Unin	0.40	II	2	2		23.1	C	17.6	D
19	Hesperian - NB	Springlake	Fairmont	SL	0.66	II	2	2		11.7	E	14.1	D
20	Hesperian - NB	Fairmont	14th	SL	0.32	II	2	2		13.1	E	25.1	B
21	Hesperian - SB	14th	Fairmont	SL	0.31	II	2	2	'91, '95, '97	12.1	E	13.0	E
22	Hesperian - SB	Fairmont	Springlake	SL	0.65	II	2	2	'91 - '92	19.7	C	20.1	C
23	Hesperian - SB	Springlake	Llewelling	Unin	0.40	II	2	2	'00	16.1	D	11.2	E
24	Hesperian - SB	Llewelling	Grant	Unin	0.28	II	2	2		15.4	D	19.2	C
25	Hesperian - SB	Grant	Hacienda	Unin	0.65	II	2	2		24.8	B	21.9	C
26	Hesperian - SB	Hacienda	A St	Unin	0.65	II	2	2		15.1	D	23.6	C
27	Hesperian - SB	A St	SH 92	Hay	2.19	II	2	3		21.7	C	20.9	C
28	Hesperian - SB	SH 92 - WB	Tennyson	Hay	0.47	I	2	3		22.5	C	13.6	E
29	Mowry - EB	I-880	Farwell	Fre	0.34	II	3	2	'91 - '92	17.1	D	13.0	E
30	Mowry - EB	Farwell	SH 84	Fre	2.63	II	3	2		27.2	B	25.2	B
31	Mowry - WB	SH 84	Farwell	Fre	2.63	II	3	2		22.3	C	23.5	C
32	Mowry - WB	Farwell	I-880	Fre	0.34	II	3	2		27.1	B	25.2	B

Arterial Segments - PM Peak

#	CMP Route	Segment Limits From	To	Jurisdiction	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	LOS	2006 LOS Results Speed	LOS
33	Park/23rd - EB*	Encinal	Santa Clara	Ala	0.23	III	1	2		10.0	D	8.8	E
34	Park/23rd - EB	Santa Clara	Kennedy	Ala - Oak	0.66	III	1	2		14.6	C	15.0	C
35	Park/23rd - EB	Kennedy	E 11th	Ala - Oak	0.45	II	1	2		15.2	D	19.1	C
36	Park/23rd - WB	E 11th	Kennedy	Ala - Oak	0.45	II	1	2		25.6	B	31.6	A
37	Park/23rd - WB	Kennedy	Santa Clara	Ala - Oak	0.66	III	1	2		14.4	C	17.8	C
38	Park/23rd - WB*	Santa Clara	Encinal	Ala	0.23	III	1	2		8.1	E	11.7	D
39	MLK Jr Way - NB	SH 24	Adeline	Oak	0.90	II	1	3		16.8	D	17.2	D
40	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.30	II	1	2	04	9.4	• (F) •	12.1	E
41	Adeline - NB	MLK Jr - North	Shattuck/Adeline	Berk	0.63	II	1	2		15.7	D	15.2	D
42	Shattuck NB	Shattuck/Adelin	Dwight	Berk	0.32	II	1	2		17.4	D	17.5	D
43	Shattuck NB	Dwight	University	Berk	0.63	III	1	2		12.0	D	10.5	D
44	Shattuck SB	University	Dwight	Berk	0.63	III	1	2		13.3	C	12.2	D
45	Shattuck SB	Dwight	Shattuck/Adeline	Berk	0.32	II	1	2		25.9	B	22.2	C
46	Adeline - SB	Shattuck/Adelin	MLK Jr - North	Berk	0.63	II	1	2		13.9	E	13.9	E
47	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.30	II	1	2	'95, '00	11.5	E	14.1	D
48	MLK Jr Way - SB	Adeline	SH 24	Oak	0.88	II	1	3		17.8	D	27.1	B
49	Tennyson - EB	Hesperian	I-880	Hay	0.88	I	2	2		13.0	E	11.5	• (F) •
50	Tennyson - EB	I-880 NB	Rt 238	Hay	1.55	II	2	2		21.0	C	21.7	C
51	Tennyson - WB	Rt 238	I-880	Hay	1.63	II	2	2		20.1	C	18.1	C
52	Tennyson - WB	I-880	Hesperian	Hay	0.85	I	2	2		20.7	D	20.8	D
53	University - EB	I-80 SB	6th	Berk	0.40	II	1	2		23.3	C	18.9	C
54	University - EB	6th	San Pablo	Berk	0.31	II	1	2		11.9	E	18.3	C
55	University - EB	San Pablo	Sacramento	Berk	0.56	II	1	2		19.7	C	17.5	D
56	University - EB	Sacramento	ML King	Berk	0.48	II	1	2		16.9	D	17.4	D
57	University - EB	ML King	Shattck Pl	Berk	0.30	III	1	2		10.5	D	10.9	D
58	University - WB	Shattck Pl	ML King	Berk	0.30	III	1	2		12.7	D	12.0	D
59	University - WB	ML King	Sacramento	Berk	0.48	II	1	2		17.1	D	19.5	C
60	University - WB	Sacramento	San Pablo	Berk	0.56	II	1	2		12.2	E	14.3	D
61	University - WB	San Pablo	6th	Berk	0.31	II	1	2	'98	10.9	E	13.2	E
62	University - WB	6th	I-80 SB	Berk	0.40	II	1	2		29.8	B	36.8	A

Arterial Segments - PM Peak

#	CMP Route	Segment Limits From	To	Jurisdiction	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	LOS	2006 LOS Results Speed	LOS
63	SR 13 Ashby - WB	Hiller	Domingo	Oak - Berk	0.79	II	1	2		26.1	B	26.8	B
64	SR 13 Ashby - WB	Domingo	College	Berk	0.50	III	1	1		17.1	C	17.7	C
65	SR 13 Ashby - WB	College	Telegraph	Berk	0.38	III	1	1		10.2	D	10.2	D
66	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	1	1	'91 - '92	10.7	D	13.7	C
67	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.24	III	1	1	'91 - '92	11.9	D	10.1	D
68	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.87	III	1	1		12.9	D	14.1	C
69	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	1	2		17.0	D	25.5	B
70	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.61	II	1	2		19.2	C	16.8	D
71	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.87	III	1	1		20.7	B	15.7	C
72	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.24	III	1	1		9.1	D	8.6	E
73	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	1	1		16.0	C	12.5	D
74	SR 13 Ashby - EB	Telegraph	College	Berk	0.38	III	1	1		13.6	C	11.0	D
75	SR 13 Ashby - EB	College	Domingo	Berk	0.50	III	1	1	91,00,04	6.3	• (F) •	12.3	D
76	SR 13 Ashby - EB	Domingo	Hiller	Berk - Oak	0.79	II	1	2		21.1	C	21.4	C
77	Webster- SB#	Atlantic	Cent/Webster	Ala	0.55	III	1	2		13.8	C	12.4	D
78	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.73	II	1	2		19.7	C	18.2	C
79	SR 61 - SB	Sher/Encino	Park	Ala	1.22	II	1	1		18.7	C	20.0	C
80	SR 61 - SB	Park	High/Otis	Ala	1.06	II	1	1		20.2	C	20.7	C
81	SR 61 (Doolittle) - SB*	High	Harbor Bay	Ala	0.91	I	1	1		22.5	C	n/a	n/a
82	SR 61 (Doolittle) - SB*	High	Island Dr	Ala	0.41	II	1	2		n/a	n/a	18.1	C
83	SR 61 (Doolittle) - SB*	Island Dr	Harbor Bay Pkwy	Ala	0.50	I	1	2		n/a	n/a	35.6	A
84	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.15	I	1	1		24.5	C	35.9	A
85	SR 61 (Doolittle) - SB	Airport	Davis	Oak - SL	0.95	I	1	2		34.8	B	30.3	B
86	SR 61 (Doolittle) - NB	Davis	Airport	SL - Oak	0.95	I	2	2		22.2	C	32.9	B
87	SR 61 - NB	Airport Dr	Harbor Bay	Ala	2.15	I	1	1		31.6	B	35.8	A
88	SR 61 (Doolittle) - NB*	Harbor Bay	High/Otis	Ala	0.91	I	1	1		25.1	C	n/a	n/a
89	SR 61 (Doolittle) - NB*	Harbor Bay	Island Dr	Ala	0.50	I	1	2		n/a	n/a	33.8	B
90	SR 61 (Doolittle) - NB*	Island Dr	High/Otis	Ala	0.41	II	1	2		n/a	n/a	19.2	C
91	SR 61 - NB	High/Otis	Park	Ala	1.06	II	1	1		18.8	C	19.9	C
92	SR 61 - NB	Park/Encinal	Sher/Cent	Ala	1.22	II	1	1		19.4	C	21.6	C
93	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.73	II	1	2		19.3	C	18.3	C
94	Webster - NB#	Cent/Web	Atlantic	Ala	0.55	III	1	2		15.8	C	14.5	C
95	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.32	I	1	2		14.6	E	28.0	B
96	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.30	I	1	2		31.9	B	27.0	C

Arterial Segments - PM Peak

#	CMP Route	Segment Limits From	To	Jurisdiction	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	LOS	2006 LOS Results Speed	LOS
97	Decoto - WB	SH 238/Mission	Union Square	UC	0.85	II	3	2		21.5	C	20.5	C
98	Decoto - WB	Union Square	Alv-Niles Rd	UC	0.25	II	3	2	91-94,96,98,'00-04	8.1	• (F) •	8.7	• (F) •
99	Decoto - WB	Alv-Niles Rd	Fremont CL	UC	0.66	II	3	2		23.4	C	19.9	C
100	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	3	2		16.5	D	21.8	C
101	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	3	2		21.9	C	20.2	C
102	Decoto - EB	Union City CL	Alv-Niles Rd	UC	0.66	II	3	2		19.0	C	16.4	D
103	Decoto - EB	Alv-Niles Rd	Union Square	UC	0.25	II	3	2		10.3	E	14.3	D
104	Decoto - EB	Union Square	SH 238/Mission	UC	0.85	II	3	2		23.1	C	22.2	C
105	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.90	I	3			30.9	B	27.5	C
106	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.73	I	3			31.7	B	27.8	C
107	SR 84/Fremont(Fre)-WB	Peralta	Thornton	Fre	0.33	II	3		91-92, 94, 02	12.3	E	15.1	D
108	SR 84/Thornton(Fre)-WE	Fremont	I-880 SB	Fre	1.34	II	3			23.9	C	28.6	B
109	SR 84/Thornton (Fre)-EE	I-880 SB	Fremont	Fre	1.34	II	3	4		25.4	B	27.4	B
110	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.33	II	3	4		21.7	C	13.8	E
111	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.73	I	3	2		22.7	C	30.6	B
112	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.90	I	3	4(2)	'00	22.5	C	14.5	E
113	1st Street - SB**	I-580 Off	N Mines	Liv	0.61	I				n/a	n/a	20.7	D
114	1st Street - SB**	N Mines	Inman	Liv	1.05	I				n/a	n/a	31.5	B
115	1st Street - NB**	Inman	N Mines	Liv	1.05	I				n/a	n/a	27.0	C
116	1st Street - NB**	N Mines	I-580 Off	Liv	0.61	I				n/a	n/a	29.7	B
117	SR 84 - EB	SR 238	Ple-Sunol Rd	Fre	6.63	R2-FFS 41.7	3	2		28.7	D	26.9	D
118	SR 84 - EB	Ple-Sunol Rd	Vallecitos Ent.	Unin	2.96	R2-FFS 49.7	3	2	02-04	17.5	• (F) •	18.6	• (F) •
119	SR 84 - EB	Vallecitos Ent.	Call Box	Unin	2.05	R2-FFS 54.2	3	2		31.9	D	n/a	n/a
120	SR 84 - EB	Call Box	Isabel	Unin	1.67	R2-FFS 42.8	3	2		unqualified data		n/a	n/a
121	SR 84 - EB ##	Vallecitos Ent.	Isabel	Unin	3.72	R2-FFS 49.1	3	2		n/a	n/a	37.9	C
122	SR 84 (Liv) - NB	Isabel	Vineyard	Liv	1.15	I	4			41.5	A	40.1	A
123	SR 84 (Liv) - NB	Vineyard	Stanley	Liv	1.53	I	4			41.8	A	45.6	A
124	SR 84 (Liv) - NB	Stanley	Airway/Kitty Hawk	Liv	1.55	I	4			34.3	B	31.8	B
125	SR 84 (Liv) - NB	Airway/Kitty	I-580	Liv	1.06	I	4			34.2	B	30.4	B
126	SR 84 (Liv) - SB	I-580	Airway/Kitty Hawk	Liv	1.06	I	4			36.6	A	30.7	B
127	SR 84 (Liv) - SB	Airway/Kitty	Stanley	Liv	1.55	I	4			36.0	A	41.5	A
128	SR 84 (Liv) - SB	Stanley	Vineyard	Liv	1.53	I	4			41.7	A	48.0	A
129	SR 84 (Liv) - SB	Vineyard	Isabel	Liv	1.15	I	4			36.2	A	43.2	A
130	SR 84 - WB	Isabel	Call Box	Unin	1.67	R2-FFS 41.6	3	2		unqualified data		n/a	n/a
131	SR 84 - WB	Call Box	Vallecitos Ent.	Unin	2.05	R2-FFS 52.9	3	2		50.3	A	n/a	n/a
132	SR 84 - WB ##	Isabel	Vallecitos Ent.	Unin	3.72	R2-FFS 48.2	3	2		n/a	n/a	45.3	A
133	SR 84 - WB	Vallecitos Ent.	Ple-Sunol Rd	Unin	2.62	R2-FFS 52.1	3	2		45.5	B	42.7	B
134	SR 84 - WB	Ple-Sunol Rd	SR 238	Fre	6.63	R2-FFS 43.0	3	2		38.1	B	41.5	A

Arterial Segments - PM Peak

#	CMP Route	Segment Limits From	To	Jurisdiction	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	LOS	2006 LOS Results Speed	LOS
135	SR 92 - EB	I-880	Mission	Hay	1.59	II	2	3	'91 - '92	15.7	D	17.5	D
136	SR 92 - WB	Mission	I-880	Hay	1.59	II	2	3		24.0	B	23.8	C
137	SR 112 (Davis) - EB	Doolittle	I-880	SL	0.51	II	2	2		17.9	D	14.4	D
138	SR 112 (Davis) - EB	I-880	San Leandro	SL	1.01	II	2	2	'91	21.8	C	22.7	C
139	SR 112 (Davis) - EB	San Leandro	E 14th	SL	0.28	III	2	2		12.9	D	11.6	D
140	SR 112 (Davis) - WB	E 14th	San Leandro	SL	0.28	III	2	2		10.8	D	10.7	D
141	SR 112 (Davis) - WB	San Leandro	I-880	SL	1.00	II	2	2		27.2	B	23.0	C
142	SR 112 (Davis) - WB	I-880	Doolittle	SL	0.51	II	2	2		13.7	E	15.9	D
143	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.53	II	1	2		31.3	A	26.9	B
144	SR 123 San Pablo - SB	Washington	Marin	Alb	0.44	III	1	2		17.8	C	14.3	C
145	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.47	II	1	2		21.5	C	15.5	D
146	SR 123 San Pablo - SB	Gilman	University	Berk	0.86	II	1	2		18.7	C	14.0	E
147	SR 123 San Pablo - SB	University	Allston	Berk	0.20	III	1	2		10.9	D	9.3	D
148	SR 123 San Pablo - SB	Allston	Ashby	Berk	1.08	II	1	2		17.4	D	11.9	E
149	SR 123 San Pablo - SB	Ashby	Stanford	Berk	0.81	II	1	2		18.5	C	17.4	D
150	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	1	2		28.6	B	21.5	C
151	SR 123 San Pablo - SB	53rd	Park	Emer	0.34	II	1	2		15.4	D	14.0	E
152	SR 123 San Pablo - SB	Park	35th	Emer - Oak	0.45	II	1	2	'91	15.9	D	11.6	E
153	SR 123 San Pablo - NB	35th	Park	Oak - Emer	0.45	II	1	2		15.0	D	12.2	E
154	SR 123 San Pablo - NB	Park	53rd	Emer	0.34	II	1	2		23.0	C	20.9	C
155	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	1	2	02	12.2	E	14.4	D
156	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.81	II	1	2		14.8	D	13.3	E
157	SR 123 San Pablo - NB	Ashby	Allston	Berk	1.08	II	1	2		20.6	C	17.0	D
158	SR 123 San Pablo - NB	Allston	University	Berk	0.20	III	1	2	'98, '00	7.8	E	5.7	• (F) •
159	SR 123 San Pablo - NB	University	Gilman	Berk	0.86	II	1	2		16.2	D	15.7	D
160	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.47	II	1	2		22.5	C	16.4	D
161	SR 123 San Pablo - NB	Marin	Washington	Alb	0.45	III	1	2		20.6	B	11.5	D
162	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.53	II	1	2		14.3	D	19.6	C
163	SR 185 (14th) - SB	42nd	Seminary	Oak	1.05	II	1	2		19.5	C	13.0	E
164	SR 185 (14th) - SB	Seminary	73rd	Oak	0.80	II	1	2		14.9	D	13.5	E
165	SR 185 (14th) - SB	73rd Ave	98th Ave	Oak	1.39	II	1	2		17.1	D	17.4	D
166	SR 185 (14th) - SB	98th	Broadmoor	Oak	0.74	II	1	2		17.8	D	17.5	D
167	SR 185 (14th) - SB	Broadmoor	Davis	SL	0.73	II	2	2		19.9	C	17.9	D
168	SR 185 (14th) - SB	Davis	San Leandro	SL	1.04	III	2	2		17.9	C	23.0	B
169	SR 185 (14th) - SB	San L Blvd	Hesperian	SL	0.94	II	2	2		23.2	C	22.0	C
170	SR 185 (14th) - SB	Hesperian	Bayfair	SL	0.46	II	2	2		18.4	C	14.5	D
171	SR 185 (14th) - SB	Bayfair	170th	Unin	1.24	II	3	2		22.5	C	26.7	B
172	SR 185 (14th) - SB	170th	Llewelling	Unin	0.21	II	3	2		35.4	A	29.1	B
173	SR 185 (14th) - SB	Llewelling	Sunset	Unin	1.02	II	3	2		25.4	B	22.6	C

Arterial Segments - PM Peak

#	CMP Route	Segment Limits From	Segment Limits To	Jurisdiction	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	2004 LOS Results LOS	2006 LOS Results Speed	2006 LOS Results LOS
174	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	2	2		12.9	D	16.4	C
175	SR 185 Hayward - NB	SR 92/238	Sunset	Hay	0.84	III	2	2		19.9	B	17.9	C
176	SR 185 (14th) - NB	Sunset	Llewelling	Unin	1.11	II	3	2		21.6	C	22.1	C
177	SR 185 (14th) - NB	Llewelling	170th	Unin	0.21	II	3	2		25.6	B	26.8	B
178	SR 185 (14th) - NB	170th	Bayfair	Unin	1.24	II	3	2		22.3	C	22.9	C
179	SR 185 (14th) - NB	Bayfair	Hesperian	SL	0.47	II	2	2		23.4	C	17.5	D
180	SR 185 (14th) - NB	Hesperian	San L Blvd	SL	0.94	II	2	2		17.3	D	22.5	C
181	SR 185 (14th) - NB	San Leandro	Davis	SL	1.02	III	2	2		15.2	C	16.4	C
182	SR 185 (14th) - NB	Davis	Broadmoor	SL	0.72	II	2	2		20.3	C	22.5	C
183	SR 185 (14th) - NB	Broadmoor	98th	Oak	0.74	II	1	2		16.7	D	14.4	D
184	SR 185 (14th) - NB	98th Ave	73rd Ave	Oak	1.37	II	1	2		15.4	D	14.8	D
185	SR 185 (14th) - NB	73rd Ave	Seminary	Oak	0.60	II	1	2		12.7	E	11.2	E
186	SR 185 (14th) - NB	Seminary	42nd	Oak	1.05	II	1	2		17.1	D	17.2	D
187	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.62	III	2	3		12.5	D	10.7	D
188	SR 238 (Foothill) - NB	City Center	I-580	Unin-Hay	0.73	II	3	3		20.5	C	16.4	D
189	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Unin	0.71	I	3			42.4	A	63.5	A
190	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Unin	0.86	I	3			39.8	A	49.4	A
191	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay-Unin	1.03	II	2	3		23.7	C	23.6	C
192	SR 238 (Foothill) - SB	City Center	Jackson	Hay	0.62	III	2	3		14.8	C	12.2	D
193	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.46	I	3	2		33.8	B	39.5	A
194	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.57	I	3	2		22.2	C	29.8	B
195	SR 238 (Mission) - NB	Nursery	Tamarack	UC	2.10	I	3	2		33.6	B	29.2	B
196	SR 238 (Mission) - NB	Tamarack	Industrial	UC - Hay	1.96	I	3	2		26.1	C	29.4	B
197	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.47	II	2	2		19.2	C	18.5	C
198	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	2	2		17.4	D	18.6	C
199	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	2	2	'91 - '92	20.4	C	20.0	C
200	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.47	II	2	2		23.4	C	24.3	B
201	SR 238 (Mission) - SB	Industrial	Tamarack	Hay - UC	1.96	I	2	2		32.2	B	29.2	B
202	SR 238 (Mission) - SB	Tamarack	Nursery	UC	2.07	I	3	2		27.8	C	27.3	C
203	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.57	I	3	2		22.2	C	31.5	B
204	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.46	I	3	2		34.7	B	35.6	A

Arterial Segments - PM Peak

#	CMP Route	Segment Limits From	Segment Limits To	Jurisdiction	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2004 LOS Results Speed	2004 LOS Results LOS	2006 LOS Results Speed	2006 LOS Results LOS
205	SR 260 (Tubes) - NB	Atlantic	7th/Harrison	Oak-Ala	1.31	I	1	2		35.6	A	35.8	A
206	SR 260 (Tubes) - SB	7th/Harrison	Atlantic	Oak-Ala	1.31	I	1	2	'91	33.1	B	29.2	B
207	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.33	I	3	2		25.4	C	19.4	D
208	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.11	I	3	2		28.6	B	29.2	B

* indicate roadway classification change and/or segment split into two based on posted speed limit as adopted in 2005 CMP.

** Indicates new CMP roadway that meets CMP roadway segments criteria after realignment of Rte.84 from 1st street to Isable Ave. - Airway Blvd. as adopted in 2005 CMP.

This part of SR 61 has been handed over to the City of Alameda by Caltrans in 2005, and therefore it is no longer part of SR 61

indicates two segments from Vallecitos to Call Box and Call Box to Isabel have been combined into one because of difficulty in locating Call Box check point during speed ru

New appropriate check points will be identified for 2008 Monitoring period in coordination with the jurisdictions.

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Ramps and Special Segments - PM Peak Period

#	CMP Route	Segment Limits From:	Segment Limits To:	Jurisdiction	Plan Area	Length (miles)	No of Lanes	Free Flow Speed	Prior LOS "F" (Years)	2004 LOS Results Speed	2004 LOS Results LOS	2006 LOS Results Speed	2006 LOS Results LOS
1	I-80/I-580 Interchange	I-80 SB	I-580 EB	Oak	1	0.30	1	38.0	91-92, 97-02	20.7	E	29.1	C
2	I-80/I-580 Interchange	I-580 WB	I-80 NB	Oak	1	0.41	1	40.0	91-92, 98	32.9	B	20.7	E
3	SR 24 WB/I-580 WB	SR 24 ON	I-580 OFF	Oak	1	0.69	2	Weaving	95	54.0	A	41.7	n/a
4	I-580/SR 24 Interchange	I-580 WB	SR-24 EB	Oak	1	0.51	2	45.0		26.0	E	24.6	E
5	I-580/SR 24 Interchange	SR-24 WB	I-580 EB	Oak	1	0.74	2	51.0		39.2	C	18.5	• (F) •
6	SR13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oak	1	0.32	1	40.0	92-'04	9.5	• (F) •	11.6	• (F) •
7	SR13/SR 24 Interchange	SR-24 WB	SR-13 SB	Oak	1	0.16	1	31.0		29.5	A	17.8	E
8	I-880/I-238 Interchange	I-880 SB	I-238 EB	SL	2	0.74	2	47.0	93-'95, '97	51.0	A	46.4	A
9	I-880/I-238 Interchange	I-238 WB	I-880 NB	SL	2	0.54	1	54.0		36.7	D	64.8	A
10	I-880/I-238 Interchange	I-880 NB	I-238 EB	SL	2	0.42	1	32.0		21.9	D	25.6	B
11	I-880/I-238 Interchange	I-238 WB	I-880 SB	SL	2	0.76	1	53.0		34.8	D	43.4	B
12	I-580 /I-238 Interchange	I-580 SB	I-238 EB	Hay	2	0.35	1	37.0		23.8	D	23.0	D
13	I-580 /I-238 Interchange	I-238 WB	I-580 NB	Hay	2	0.32	1	38.0		40.2	A	37.0	A
14	I-580/I-680 Interchange	I-580 EB	I-680 NB	Pleas	4	0.46	1	35.0		25.0	C	23.8	D
15	I-580/I-680 Interchange	I-580 EB	I-680 SB	Pleas	4	0.28	1	42.0		26.4	D	25.6	D
16	I-580/I-680 Interchange*	I-680 NB	I-580 EB	Pleas	4	0.90	2	63.8	93	57.7	A	60.0	A
17	I-580/I-680 Interchange	I-680 NB	I-580 WB	Pleas	4	0.66	1	41.0		43.6	A	45.8	A
18	I-580/I-680 Interchange*	I-580 WB	I-680 NB	Pleas	4	0.41	1	51.5		42.4	B	43.2	B
19	I-580/I-680 Interchange	I-580 WB	I-680 SB	Pleas	4	0.66	1	39.0		26.6	D	30.4	C
20	I-580/I-680 Interchange*	I-680 SB	I-580 EB	Pleas	4	1.23	2	68.1	92,02	58.4	B	64.6	A
21	I-580/I-680 Interchange*	I-680 SB	I-580 WB	Pleas	4	0.43	1	58.4	02	51.0	B	55.0	A
22	I-880/SR 260 Connection	I-880 SB	SR-260 WB	Oak	1	0.99	1	32.0		17.2	E	23.7	C
23	I-880/SR 260 Connection	SR-260 EB	I-880 NB	Oak	1	0.36	1	35.0	98	20.7	E	19.4	E

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Freeway Segments - AM Peak

	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS F (Years)	2004 LOS Results		2006 LOS Results	
		From	To						Speed	LOS	Speed	LOS
1	I-80 - EB	SF County Line	Toll Plaza	Oak	1	2.06	10				58.5	B
2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1	1.15	10				51.5	C
3	I-80 - EB	I-580/80 Merge	University	Emery - Berk	1	2.80	10				59.9	B
4	I-80 - EB	University	Central	Berk - Alb	1	2.40	10				56.8	B
5	I-80 - WB	Central	University	Berk - Alb	1	2.48	10	97,00-02	36.7	E	19.1	**(F20)**
6	I-80 - WB	University	I-580 Split	Emery - Berk	1	2.43	10	97,00	47.6	D	33.9	E
7	I-80 - WB	I-580 Split	Toll Plaza	Oak	1	1.20	10	97-04	19.7	**(F20)**	3.2	**(F10)**
8	I-80 - WB	Toll Plaza	SF County	Oak	1	2.00	10	97-04	20.4	**(F30)**	17.1	**(F20)**
9	I-238 - EB	I-880	I-580	Uninc-San L	2	2.28	6				36.8	E
10	I-238 - WB	I-580	I-880	Uninc-San L	2	1.60	6	97-04	20.2	**(F30)**	15.4	**(F20)**
11	I-580 - EB*	I-580/I-238 (I-238/Fthl Off before)	Grove	Unincorp	2	2.88	8				57.6	B
12	I-580 - EB	Grove	I-680	Uninc - Pleas	4	7.74	8				56.3	B
13	I-580 - EB	I-680	Santa Rita	Plea	4	2.72	8				60.4	A
14	I-580 - EB	Santa Rita	Portola	Unincorp	4	4.47	8				62.4	A
15	I-580 - EB	Portola	1st Ave	Liv	4	2.70	8				70.9	A
16	I-580 - EB	1st Ave	I-205 (SJ Co) Off	Liv - Uninc	4	9.83	8				48.9	D
17	I-580 - WB	I-205 (SJ Co)	1st Ave	Liv - Uninc	4	10.04	8	04	25.7	**(F30)**	32.6	E
18	I-580 - WB	1st Ave	Portola Ave	Liv	4	2.52	8	04	10.4	**(F20)**	13.9	**(F20)**
19	I-580 - WB	Portola Ave	Tassajara Rd	Liv-Plea	4	4.70	8	04	27.5	**(F30)**	30.8	E
20	I-580 - WB	Tassajara Rd	I-680	Plea	4	2.87	8		50.6	C	46.1	D
21	I-580 - WB	I-680	Center	Plea - Uninc	4	8.08	8		67.9	A	66.1	A
22	I-580 - WB	Center	I-580/238	Unincorp	2	1.94	8	02	54.9	C	36.2	E
23	I-580 - EB	I-80	Harrison	Oak	1	2.37	8				67.0	A
24	I-580 - EB	Harrison	SH 13 Off	Oak	1	5.09	8				63.0	A
25	I-580 - EB	SH 13 Off	MacArthur	Foothill	1	4.09	8				57.9	B
26	I-580 - EB	MacArthur	I-580/238	SL - Hay	2	4.33	8				65.1	A
27	I-580 - WB	I-238	Foothill/MacArthur	Oak -SL	2	4.42	8		69.1	A	74.9	A
28	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak -SL	1	3.89	8		64.5	A	66.5	A
29	I-580 - WB	SH 13 Off	Fruitvale	Oak	1	2.36	8		32.4	E	45.6	D
30	I-580 - WB	Fruitvale	Harrison	Oak	1	2.21	8		37.4	E	45.9	D
31	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1	1.16	8		54.1	C	52.6	C
32	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1	0.69	8	02	58.3	B	25.8	**(F30)**
33	I-580 - EB	Central	I-80 Jct	Alb	1	0.77	4				36.9	E
34	I-580 - WB	I-80 Jct	Central	Alb	1	1.07	4				61.9	A

Freeway Segments - AM Peak

	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS F (Years)	2004 LOS Results		2006 LOS Results	
		From	To						Speed	LOS	Speed	LOS
35	I-680 - NB	Scott Creek	SR 238	Fre	3	5.97	6				59.8	B
36	I-680 - NB	SR 238	SR 84	Unincorp	3	5.13	6				61.4	A
37	I-680 - NB	SR 84	Bernal Ave	Plea - Uninc	4	4.97	6				66.4	A
38	I-680 - NB	Bernal Ave	I-580	Plea	4	3.23	6				55.5	B
39	I-680 - NB	I-580	Alcosta	Dub	4	1.83	6				44.1	D
40	I-680 - SB	Alcosta	I-580	Dub	4	1.84	6		69.0	A	64.3	A
41	I-680 - SB	I-580	Bernal	Plea	4	3.31	6		67.1	A	54.6	C
42	I-680 - SB	Bernal	SR 84	Unincorp	4	5.13	6		66.0	A	60.4	A
43	I-680 - SB	SR 84	SR 238	Unincorp	3	4.60	6	97-02	61.0	A	46.8	D
44	I-680 - SB	SR 238	Scott Creek	Fre	3	6.42	6	02	65.4	A	52.5	C
45	I-880 - NB	Dix Landing	SR 262/Mission	Fre	3	2.08	8				62.5	A
46	I-880 - NB	SR 262/Mission	Stevenson	Fre	3	3.98	8				62.6	A
47	I-880 - NB	Stevenson	Decoto	Fre	3	4.04	8				60.4	A
48	I-880 - NB	Decoto	Alv-Niles	Fre - Un Cty	3	2.68	8				43.7	D
49	I-880 - NB	Alv-Niles	Tennyson	Un Cty - Hay	3	2.65	8		33.7	E	24.4	**(F30)**
50	I-880 - NB	Tennyson	SR 92	Hay	2	1.14	8		53.3	C	41.5	D
51	I-880 - NB	SR 92	A St	Hay	2	1.52	8		42.5	D	45.7	D
52	I-880 - NB*	A St	I-238 (Marina befor	Unincorp	2	1.82	8		44.9	D	50.7	C
53	I-880 - NB*	I-238 (Marnia befo	Hegenberger	Oak -SL	2	5.33	8		36.8	E	42.8	D
54	I-880 - NB	Hegenberger	High/42nd	Oak	1	2.47	8		43.1	D	39.5	E
55	I-880 - NB	High/42nd	I-980	Oak	1	3.70	8		43.9	D	38.4	E
56	I-880 - NB	I-980	I-880/80 Merge	Oak	1	3.78		04	24.7	**(F30)**	18.0	**(F20)**
59	I-880 - SB	I-880/80 Split	I-980	Oak	1	4.28					69.4	A
60	I-880 - SB	I-980	23rd	Oak	1	2.79	8				53.1	C
61	I-880 - SB	23rd St	High/42nd	Oak	1	1.35	8				48.7	D
62	I-880 - SB	High/42nd	Hegenberger	Oak	1	2.27	8				60.8	A
63	I-880 - SB	Hegenberger	I-238	Oak -SL	1	4.97	8				57.2	B
64	I-880 - SB*	I-238 (Marina before	A St	SL-Uninc	2	2.03	8		36.5	E	27.3	**(F30)**
65	I-880 - SB	A St	Rt 92	Hay	2	1.81	8	97,98,00-02	40.6	E	32.0	E
66	I-880 - SB	Rt 92	Tennyson	Hay	2	0.96	8		48.6	D	38.3	E
67	I-880 - SB	Tennyson	Alv-Niles	Hay - UC	2	2.49	8	00	49.1	C	43.8	D
68	I-880 - SB	Alv-Niles	Decoto	UC - Fre	3	2.54	8		47.1	D	39.1	E
69	I-880 - SB	Decoto	Stevenson	Fre	3	4.07	8		51.7	C	44.5	D
70	I-880 - SB	Stevenson	SR 262/Mission	Fre	3	4.30	8	04	26.4	**(F30)**	25.9	**(F30)**
71	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	3	1.27	8	96-00,04	21.4	**(F30)**	20.3	**(F30)**

Freeway Segments - AM Peak

	CMP Route	Segment Limits From	Segment Limits To	Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS F (Years)	2004 LOS Results Speed	2004 LOS Results LOS	2006 LOS Results Speed	2006 LOS Results LOS
72	I-980 - WB	SR 24 @ 580	I-880	Oak	1	2.27	8				42.9	D
73	I-980 - EB	I-880	SR 24 @ 580	Oak	1	2.32	8				58.3	B
74	SR 13 - NB	Mountain On	Joa Miller/Linc	Oak	1	2.47	4				51.9	C
75	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1	1.77	4				36.4	E
76	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1	1.57	4				17.3	(F20)
77	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1	1.66	4				47.5	D
78	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1	2.04	4				66.6	A
79	SR 13 - SB	Joa Miller/Linc	I-580 Ramp	Oak	1	2.23	4				51.7	C
80	SR 24 - EB	I-580 On-ramp	Fish Ranch	Oak	1	4.52	8	02	33.1	E	27.6	(F30)
81	SR 24 - WB	Fish Ranch	I-580 Off-ramp	Oak	1	4.47	8		55.9	B	53.4	C
82	SR 84 - EB	San M CL	Toll Plaza	Fremont	3	2.97	6				63.1	A
83	SR 84 - EB	Toll Plaza	Thornton	Fremont	3	0.27	6				30.4	E
84	SR 84 - EB	Thornton	I-880	Newark	3	2.21	6				49.5	C
85	SR 84 - WB	I-880	Toll Plaza	Newark	3	2.89	6	02	46.3	D	39.9	E
86	SR 84 - WB	Toll Plaza	San M CL	Fremont	2	3.17	6		64.3	A	57.8	B
87	SR 92 - EB	San M CL	Toll Plaza	Uninc - Hay	2	2.61	6				68.3	A
88	SR 92 - EB	Toll Plaza	Clawiter	Uninc - Hay	2	1.76	6				62.9	A
89	SR 92 - EB	Clawiter	I-880	Hay	2	2.10	6				59.9	B
90	SR 92 - WB	I-880	Clawiter	Hay	2	2.01	6	02	55.7	B	53.1	C
91	SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	2	1.87	6	02	42.9	D	40.8	E
92	SR 92 - WB	Toll Plaza	San M CL	Uninc - Hay	2	2.61	6	02	63.5	A	61.6	A

Note - * denotes segments where ending or beginning check points have been changed to be consistent with the PM segments since all of the segments are monitored in both AM and PM starting 2006.

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Arterial Segments - AM Peak

		Segment Limits			Length	Arterial	Plan	No of	2006 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)	Class	Area	Lanes	Speed	LOS
1	150th St - EB	Hesperian	I-580	SL	0.49	II	2	2	15.0	D
2	150th St - WB	I-580	Hesperian	SL	0.49	II	2	2	14.2	D
3	A Street - EB	I-880	Western	Hay	1.08	II	2	2	23.2	C
4	A Street - EB	Western	SR 238	Hay	0.53	III	2	2	9.6	D
5	A Street - WB	SR 238	Western	Hay	0.53	III	2	2	11.1	D
6	A Street - WB	Western	I-880	Hay	1.08	II	2	2	20.3	C
7	Atlantic - EB	Main	Webster	Ala	0.80	II	1	2	19.2	C
8	Atlantic - WB	Webster	Main	Ala	0.80	II	1	2	28.9	B
9	Hegenberger - EB	Edgewater	Baldwin	Oak	0.73	I	1	3	29.3	B
10	Hegenberger - EB	Baldwin	E 14th	Oak	1.03	I	1	3	29.8	B
11	Hegenberger - WB	E 14th	Baldwin	Oak	1.03	I	1	3	39.3	A
12	Hegenberger - WB	Baldwin	Edgewater	Oak	0.73	I	1	3	21.7	D
13	Hesperian - NB	Tennyson	SH 92 - WB	Hay	0.47	I	2	3	16.6	E
14	Hesperian - NB	SH 92	A St	Hay	2.19	II	2	3	19.7	C
15	Hesperian - NB	A St	Hacienda	Unin	0.65	II	2	2	23.8	C
16	Hesperian - NB	Hacienda	Grant	Unin	0.65	II	2	2	27.5	B
17	Hesperian - NB	Grant	Llewelling	Unin	0.28	II	2	2	18.5	C
18	Hesperian - NB	Llewelling	Springlake	Unin	0.40	II	2	2	20.3	C
19	Hesperian - NB	Springlake	Fairmont	SL	0.66	II	2	2	17.3	D
20	Hesperian - NB	Fairmont	14th	SL	0.32	II	2	2	14.9	D
21	Hesperian - SB	14th	Fairmont	SL	0.31	II	2	2	16.8	D
22	Hesperian - SB	Fairmont	Springlake	SL	0.65	II	2	2	23.7	C
23	Hesperian - SB	Springlake	Llewelling	Unin	0.40	II	2	2	16.0	D
24	Hesperian - SB	Llewelling	Grant	Unin	0.28	II	2	2	15.7	D
25	Hesperian - SB	Grant	Hacienda	Unin	0.65	II	2	2	30.9	A
26	Hesperian - SB	Hacienda	A St	Unin	0.65	II	2	2	20.7	C
27	Hesperian - SB	A St	SH 92	Hay	2.19	II	2	3	19.9	C
28	Hesperian - SB	SH 92 - WB	Tennyson	Hay	0.47	I	2	3	14.3	E
29	Mowry - EB	I-880	Farwell	Fre	0.34	II	3	2	15.3	D
30	Mowry - EB	Farwell	SH 84	Fre	2.63	II	3	2	28.8	B
31	Mowry - WB	SH 84	Farwell	Fre	2.63	II	3	2	23.6	C
32	Mowry - WB	Farwell	I-880	Fre	0.34	II	3	2	27.9	B

Arterial Segments - AM Peak

		Segment Limits			Length	Arterial	Plan	No of	2006 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)	Class	Area	Lanes	Speed	LOS
33	Park/23rd - EB	Encinal	Santa Clara	Ala	0.23	III	1	2	12.7	D
34	Park/23rd - EB	Santa Clara	Kennedy	Ala - Oak	0.66	III	1	2	9.6	D
35	Park/23rd - EB	Kennedy	E 11th	Ala - Oak	0.49	II	1	2	14.2	D
36	Park/23rd - WB	E 11th	Kennedy	Ala - Oak	0.45	II	1	2	28.1	B
37	Park/23rd - WB	Kennedy	Santa Clara	Ala - Oak	0.66	III	1	2	15.4	C
38	Park/23rd - WB	Santa Clara	Encinal	Ala	0.23	III	1	2	11.6	D
39	MLK Jr Way - NB	SH 24	Adeline	Oak	0.90	II	1	3	20.1	C
40	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.30	II	1	2	17.6	D
41	Adeline - NB	MLK Jr - North	Shattuck	Berk	0.63	II	1	2	17.5	D
42	Shattuck NB	Shattuck	Dwight	Berk	0.32	II	1	2	18.9	C
43	Shattuck NB	Dwight	University	Berk	0.63	III	1	2	16.3	C
44	Shattuck SB	University	Dwight	Berk	0.63	III	1	2	13.3	C
45	Shattuck SB	Dwight	Shattuck	Berk	0.32	II	1	2	22.2	C
46	Adeline - SB	Shattuck	MLK Jr - North	Berk	0.63	II	1	2	15.1	D
47	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.30	II	1	2	20.4	C
48	MLK Jr Way - SB	Adeline	SH 24	Oak	0.88	II	1	3	21.1	C
49	Tennyson - EB	Hesperian	I-880	Hay	0.88	I	2	2	21.2	D
50	Tennyson - EB	I-880 NB	Rt 238	Hay	1.55	II	2	2	20.4	C
51	Tennyson - WB	Rt 238	I-880	Hay	1.63	II	2	2	22.1	C
52	Tennyson - WB	I-880	Hesperian	Hay	0.85	I	2	2	21.5	D
53	University - EB	I-80 SB	6th	Berk	0.40	II	1	2	27.2	B
54	University - EB	6th	San Pablo	Berk	0.31	II	1	2	21.3	C
55	University - EB	San Pablo	Sacramento	Berk	0.56	II	1	2	16.0	D
56	University - EB	Sacramento	ML King	Berk	0.48	II	1	2	19.6	C
57	University - EB	ML King	Shattck Pl	Berk	0.30	III	1	2	17.0	C
58	University - WB	Shattck Pl	ML King	Berk	0.30	III	1	2	16.4	C
59	University - WB	ML King	Sacramento	Berk	0.48	II	1	2	18.0	C
60	University - WB	Sacramento	San Pablo	Berk	0.56	II	1	2	17.4	D
61	University - WB	San Pablo	6th	Berk	0.31	II	1	2	21.0	C
62	University - WB	6th	I-80 SB	Berk	0.40	II	1	2	33.7	A

Arterial Segments - AM Peak

		Segment Limits			Length	Arterial	Plan	No of	2006 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)	Class	Area	Lanes	Speed	LOS
63	SR 13 Ashby - WB	Hiller	Domingo	Oak - Berk	0.79	II	1	2	15.9	D
64	SR 13 Ashby - WB	Domingo	College	Berk	0.50	III	1	1	11.2	D
65	SR 13 Ashby - WB	College	Telegraph	Berk	0.38	III	1	1	7.2	E
66	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	1	1	22.6	B
67	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.24	III	1	1	11.6	D
68	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.87	III	1	1	21.2	B
69	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	1	2	16.9	D
70	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.61	II	1	2	22.9	C
71	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.87	III	1	1	20.1	B
72	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.24	III	1	1	10.0	D
73	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	1	1	15.9	C
74	SR 13 Ashby - EB	Telegraph	College	Berk	0.38	III	1	1	25.1	A
75	SR 13 Ashby - EB	College	Domingo	Berk	0.50	III	1	1	19.9	B
76	SR 13 Ashby - EB	Domingo	Hiller	Berk - Oak	0.79	II	1	2	28.6	B
77	Webster - SB	Atlantic	Cent/Webster	Ala	0.55	III	1	2	15.6	C
78	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.73	II	1	2	20.5	C
79	SR 61 - SB	Sher/Encino	Park	Ala	1.22	II	1	1	21.7	C
80	SR 61 - SB	Park	High/Otis	Ala	1.06	II	1	1	22.3	C
81	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.41	II	1	2	20.0	C
82	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay	Ala	0.50	I	1	2	39.0	A
83	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.15	I	1	1	41.8	A
84	SR 61 (Doolittle) - SB	Airport	Davis	Oak - SL	0.95	I	1	2	26.7	C
85	SR 61 (Doolittle) - NB	Davis	Airport	SL - Oak	0.95	I	2	2	33.9	B
86	SR 61 - NB	Airport Dr	Harbor Bay	Ala	2.15	I	1	1	42.7	A
87	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.50	I	1	2	32.9	B
88	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.41	II	1	2	15.0	D
89	SR 61 - NB	High/Otis	Park	Ala	1.06	II	1	1	19.3	C
90	SR 61 - NB	Park/Encnal	Sher/Cent	Ala	1.22	II	1	1	21.7	C
91	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.73	II	1	2	20.0	C
92	Webster- NB	Cent/Web	Atlantic	Ala	0.55	III	1	2	12.9	D
93	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.32	I	1	2	22.0	C
94	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.30	I	1	2	18.1	D

Arterial Segments - AM Peak

		Segment Limits			Length	Arterial	Plan	No of	2006 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)	Class	Area	Lanes	Speed	LOS
95	Decoto - WB	SH 238/Mission	Union Square	UC	0.85	II	3	2	20.5	C
96	Decoto - WB	Union Square	Alv-Niles Rd	UC	0.25	II	3	2	7.4	• (F) •
97	Decoto - WB	Alv-Niles Rd	Fremont CL	UC	0.66	II	3	2	14.6	D
98	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	3	2	16.1	D
99	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	3	2	29.1	B
100	Decoto - EB	Union City CL	Alv-Niles Rd	UC	0.66	II	3	2	15.9	D
101	Decoto - EB	Alv-Niles Rd	Union Square	UC	0.25	II	3	2	19.2	C
102	Decoto - EB	Union Square	SH 238/Mission	UC	0.85	II	3	2	22.6	C
103	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.90	I	3		21.9	D
104	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.73	I	3		30.3	B
105	SR 84/Fremont(Fre)-WB	Peralta	Thornton	Fre	0.33	II	3		13.2	E
106	SR 84/Thornton(Fre)-WE	Fremont	I-880 SB	Fre	1.34	II	3		27.1	B
107	SR 84/Thornton (Fre)-EE	I-880 SB	Fremont	Fre	1.34	II	3	4	23.3	C
108	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.33	II	3	4	9.7	• (F) •
109	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.73	I	3	2	27.4	C
110	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.90	I	3	4(2)	27.2	C
111	1st Street - SB	I-580 Off	N Mines	Liv	0.61	I			22.0	C
112	1st Street - SB	N Mines	Inman	Liv	1.05	I			36.5	A
113	1st Street - NB	Inman	N Mines	Liv	1.05	I			24.9	C
114	1st Street - NB	N Mines	I-580 Off	Liv	0.61	I			25.6	C
115	SR 84 - EB	SR 238	Ple-Sunol Rd	Fre	6.63	R2-FFS 41.7	3	2	30.6	C
116	SR 84 - EB	Ple-Sunol Rd	Vallecitos Ent.	Unin	2.96	R2-FFS 49.7	3	2	43.2	B
117	SR 84 - EB	Vallecitos Ent.	Isabel	Unin	3.72	R2-FFS 49.1	3	2	44.0	C
118	SR 84 (Liv) - NB	Isabel	Vineyard	Liv	1.15	I	4		32.8	B
119	SR 84 (Liv) - NB	Vineyard	Stanley	Liv	1.53	I	4		46.5	A
120	SR 84 (Liv) - NB	Stanley	Airway/Kitty Hawk	Liv	1.55	I	4		35.5	A
121	SR 84 (Liv) - NB	Airway/Kitty	I-580	Liv	1.06	I	4		18.9	D
122	SR 84 (Liv) - SB	I-580	Airway/Kitty Hawk	Liv	1.06	I	4		29.1	B
123	SR 84 (Liv) - SB	Airway/Kitty	Stanley	Liv	1.55	I	4		37.6	A
124	SR 84 (Liv) - SB	Stanley	Vineyard	Liv	1.53	I	4		42.3	A
125	SR 84 (Liv) - SB	Vineyard	Isabel	Liv	1.15	I	4		10.7	• (F) •
126	SR 84 - WB	Isabel	Vallecitos Ent.	Unin	3.72	R2-FFS 48.2	3	2	35.2	C
127	SR 84 - WB	Vallecitos Ent.	Ple-Sunol Rd	Unin	2.62	R2-FFS 52.1	3	2	43.1	B
128	SR 84 - WB	Ple-Sunol Rd	SR 238	Fre	6.63	R2-FFS 43.0	3	2	41.4	A
129	SR 92 - EB	I-880	Mission	Hay	1.59	II	2	3	20.7	C
130	SR 92 - WB	Mission	I-880	Hay	1.59	II	2	3	16.0	D

Arterial Segments - AM Peak

		Segment Limits			Length	Arterial	Plan	No of	2006 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)	Class	Area	Lanes	Speed	LOS
131	SR 112 (Davis) - EB	Doolittle	I-880	SL	0.51	II	2	2	19.6	C
132	SR 112 (Davis) - EB	I-880	San Leandro	SL	1.01	II	2	2	23.1	C
133	SR 112 (Davis) - EB	San Leandro	14th	SL	0.28	III	2	2	12.9	D
134	SR 112 (Davis) - WB	E 14th	San Leandro	SL	0.28	III	2	2	14.6	C
135	SR 112 (Davis) - WB	San Leandro	I-880	SL	1.00	II	2	2	17.4	D
136	SR 112 (Davis) - WB	I-880	Doolittle	SL	0.51	II	2	2	13.6	E
137	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.53	II	1	2	24.6	B
138	SR 123 San Pablo - SB	Washington	Marin	Alb	0.44	III	1	2	14.1	C
139	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.47	II	1	2	17.8	D
140	SR 123 San Pablo - SB	Gilman	University	Berk	0.86	II	1	2	17.1	D
141	SR 123 San Pablo - SB	University	Allston	Berk	0.20	III	1	2	19.7	B
142	SR 123 San Pablo - SB	Allston	Ashby	Berk	1.08	II	1	2	22.0	C
143	SR 123 San Pablo - SB	Ashby	Stanford	Berk	0.81	II	1	2	21.9	C
144	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	1	2	19.6	C
145	SR 123 San Pablo - SB	53rd	Park	Emer	0.34	II	1	2	19.0	C
146	SR 123 San Pablo - SB	Park	35th	Emer - Oak	0.45	II	1	2	17.2	D
147	SR 123 San Pablo - NB	35th	Park	Oak - Emer	0.45	II	1	2	16.3	D
148	SR 123 San Pablo - NB	Park	53rd	Emer	0.34	II	1	2	27.5	B
149	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	1	2	13.2	E
150	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.81	II	1	2	19.6	C
151	SR 123 San Pablo - NB	Ashby	Allston	Berk	1.08	II	1	2	24.6	B
152	SR 123 San Pablo - NB	Allston	University	Berk	0.20	III	1	2	11.3	D
153	SR 123 San Pablo - NB	University	Gilman	Berk	0.86	II	1	2	22.1	C
154	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.47	II	1	2	25.6	B
155	SR 123 San Pablo - NB	Marin	Washington	Alb	0.45	III	1	2	22.2	B
156	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.53	II	1	2	31.2	A

Arterial Segments - AM Peak

		Segment Limits			Length	Arterial	Plan	No of	2006 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)	Class	Area	Lanes	Speed	LOS
157	SR 185 (14th) - SB	42nd	Seminary	Oak	1.05	II	1	2	21.0	C
158	SR 185 (14th) - SB	Seminary	73rd	Oak	0.80	II	1	2	18.6	C
159	SR 185 (14th) - SB	73rd Ave	98th Ave	Oak	1.39	II	1	2	22.7	C
160	SR 185 (14th) - SB	98th	Broadmoor	Oak	0.74	II	1	2	22.0	C
161	SR 185 (14th) - SB	Broadmoor	Davis	SL	0.73	II	2	2	19.7	C
162	SR 185 (14th) - SB	Davis	San Leandro	SL	1.04	III	2	2	19.9	B
163	SR 185 (14th) - SB	San L Blvd	Hesperian	SL	0.94	II	2	2	24.5	B
164	SR 185 (14th) - SB	Hesperian	Bayfair	SL	0.46	II	2	2	20.0	C
165	SR 185 (14th) - SB	Bayfair	170th	Unin	1.24	II	3	2	24.0	B
166	SR 185 (14th) - SB	170th	Llewelling	Unin	0.21	II	3	2	23.3	C
167	SR 185 (14th) - SB	Llewelling	Sunset	Unin	1.02	II	3	2	20.9	C
168	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	2	2	15.4	C
169	SR 185 Hayward - NB	SR 92/238	Sunset	Hay	0.84	III	2	2	18.1	C
170	SR 185 (14th) - NB	Sunset	Llewelling	Unin	1.11	II	3	2	26.7	B
171	SR 185 (14th) - NB	Llewelling	170th	Unin	0.21	II	3	2	22.5	C
172	SR 185 (14th) - NB	170th	Bayfair	Unin	1.24	II	3	2	20.4	C
173	SR 185 (14th) - NB	Bayfair	Hesperian	SL	0.47	II	2	2	16.3	D
174	SR 185 (14th) - NB	Hesperian	San L Blvd	SL	0.94	II	2	2	20.9	C
175	SR 185 (14th) - NB	San Leandro	Davis	SL	1.02	III	2	2	19.5	B
176	SR 185 (14th) - NB	Davis	Broadmoor	SL	0.72	II	2	2	22.3	C
177	SR 185 (14th) - NB	Broadmoor	98th	Oak	0.74	II	1	2	18.7	C
178	SR 185 (14th) - NB	98th Ave	73rd Ave	Oak	1.37	II	1	2	19.2	C
179	SR 185 (14th) - NB	73rd Ave	Seminary	Oak	0.60	II	1	2	14.3	D
180	SR 185 (14th) - NB	Seminary	42nd	Oak	1.05	II	1	2	18.9	C

Arterial Segments - AM Peak

		Segment Limits			Length	Arterial	Plan	No of	2006 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)	Class	Area	Lanes	Speed	LOS
181	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.62	III	2	3	13.8	C
182	SR 238 (Foothill) - NB	City Center	I-580	Unin-Hay	0.73	II	3	3	18.1	C
183	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Unin	0.71	I	3		37.2	A
184	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Unin	0.86	I	3		45.3	A
185	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay-Unin	1.03	II	2	3	29.7	B
186	SR 238 (Foothill) - SB	City Center	Jackson	Hay	0.62	III	2	3	13.3	C
187	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.46	I	3	2	34.1	B
188	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.57	I	3	2	29.8	B
189	SR 238 (Mission) - NB	Nursery	Tamarack	UC	2.10	I	3	2	27.9	C
190	SR 238 (Mission) - NB	Tamarack	Industrial	UC - Hay	1.96	I	3	2	29.9	B
191	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.47	II	2	2	19.0	C
192	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	2	2	20.3	C
193	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	2	2	28.1	B
194	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.47	II	2	2	23.5	C
195	SR 238 (Mission) - SB	Industrial	Tamarack	Hay - UC	1.96	I	2	2	35.4	A
196	SR 238 (Mission) - SB	Tamarack	Nursery	UC	2.07	I	3	2	25.4	C
197	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.57	I	3	2	28.1	B
198	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.46	I	3	2	25.3	C
199	SR 260 (Tubes) - NB	Atlantic	7th/Harrison	Oak-Ala	1.31	I	1	2	35.6	A
200	SR 260 (Tubes) - SB	7th/Harrison	Atlantic	Oak-Ala	1.31	I	1	2	40.3	A
201	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.33	I	3	2	15.6	E
202	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.11	I	3	2	11.4	• (F) •

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Ramps and Special Segments - AM Peak Period

#	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Free Flow Speed	2006 LOS Results	
		From:	To:						Speed	LOS
1	I-80/I-580 Interchange	I-80 SB	I-580 EB	Oak	1	0.30	1	38.0	35.3	A
2	I-80/I-580 Interchange	I-580 WB	I-80 NB	Oak	1	0.41	1	40.0	37.1	A
3	SR 24 WB/I-580 WB	SR 24 ON	I-580 OFF	Oak	1	0.69	2	Weaving	14.2	n/a
4	I-580/SR 24 Interchange	I-580 WB	SR-24 EB	Oak	1	0.51	2	45.0	45.1	A
5	I-580/SR 24 Interchange	SR-24 WB	I-580 EB	Oak	1	0.74	2	51.0	53.3	A
6	SR13/SR 24 Interchange**	SR-13 NB	SR-24 EB	Oak	1	0.32	1	40.0	5.3	• (F) •
7	SR13/SR 24 Interchange**	SR-24 WB	SR-13 SB	Oak	1	0.16	1	31.0	33.9	A
8	I-880/I-238 Interchange	I-880 SB	I-238 EB	SL	2	0.74	2	47.0	48.4	A
9	I-880/I-238 Interchange	I-238 WB	I-880 NB	SL	2	0.54	1	54.0	35.9	D
10	I-880/I-238 Interchange**	I-880 NB	I-238 EB	SL	2	0.42	1	32.0	43.6	A
11	I-880/I-238 Interchange**	I-238 WB	I-880 SB	SL	2	0.76	1	53.0	59.3	A
12	I-580 /I-238 Interchange	I-580 SB	I-238 EB	Hay	2	0.35	1	37.0	21.9	E
13	I-580 /I-238 Interchange	I-238 WB	I-580 NB	Hay	2	0.32	1	38.0	38.6	A
14	I-580/I-680 Interchange	I-580 EB	I-680 NB	Pleas	4	0.46	1	35.0	25.9	C
15	I-580/I-680 Interchange**	I-580 EB	I-680 SB	Pleas	4	0.28	1	42.0	25.7	D
16	I-580/I-680 Interchange**	I-680 NB	I-580 EB	Pleas	4	0.90	2	63.8	61.9	A
17	I-580/I-680 Interchange	I-680 NB	I-580 WB	Pleas	4	0.66	1	41.0	46.7	A
18	I-580/I-680 Interchange**	I-580 WB	I-680 NB	Pleas	4	0.41	1	51.5	43.2	B
19	I-580/I-680 Interchange	I-580 WB	I-680 SB	Pleas	4	0.66	1	39.0	28.2	C
20	I-580/I-680 Interchange	I-680 SB	I-580 EB	Pleas	4	1.23	2	68.1	62.2	A
21	I-580/I-680 Interchange**	I-680 SB	I-580 WB	Pleas	4	0.43	1	58.4	56.0	A
22	I-880/SR 260 Connection**	I-880 SB	SR-260 WB	Oak	1	0.99	1	32.0	22.5	C
23	I-880/SR 260 Connection**	SR-260 EB	I-880 NB	Oak	1	0.36	1	35.0	10.5	• (F) •

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2006 Level of Service Monitoring Study

Executive Summary

This report presents the results of the travel time and speed surveys for the Alameda County Congestion Management Program (CMP) network for the year 2006. The results indicate that overall traffic conditions and the severity of traffic congestion on Alameda County freeways have remained stable since the 2004 studies although there are specific locations where some notable changes have occurred. Freeways have slightly worsened and arterials have slightly improved. The survey program included the following elements:

- "Floating car" travel time surveys on all Alameda County freeways (90 survey segments) and designated CMP arterial roads (197 survey segments) during the 4:00 to 6:00 P.M. peak period and 7:00 to 9:00 A.M. peak period. Based on the directions of the CMA Board, all of the segments have been monitored for afternoon and morning peak periods for the first time. Monitoring in the A.M. peak is for informational purposes only.

- Travel time surveys on selected ramp movements and "special segments" (23 survey segments) during the P.M. and A.M. peak periods.

- Travel time surveys using both auto and transit travel between selected ten pairs of origins and destinations and across the three bridges in Alameda County.

- Bicycle Counts at selected twelve intersections using count data supplied by the local jurisdictions.

SYSTEM PERFORMANCE

Observations on Corridor Performance

Based on the 2006 monitoring results, generally speeds on freeways appear to have degraded and arterials have remained stable or slightly improved in certain segments since the 2004 surveys. The following are the highlights of the roadways performance in comparison with the LOS results in 2004:

- Bay Bridge construction appears to have caused significant decrease in speed on the freeway approaches to the Bay Bridge and somewhat beyond. Peak direction approaches between the Bay Bridge and I-80 up to University Avenue in Berkeley have significantly worsened. Related impacts were observed on 1) I-580 WB in Oakland in the morning between SR 24 to I-80/I-580 Split degraded from LOS B (58 mph) to LOS F (26 mph); 2) I-580 WB in Albany in the afternoon between I-80 to Central shows change in LOS from A (67 mph) to E (39 mph); 3) I-80/I-580

Interchange from I-580 WB to I-80 NB in the PM ; and 4) SR 24/ I-580 Interchange in the PM from SR 24 WB to I-580 WB.

- The commute and reverse commute direction through Caldecott appear to have worsened. SR 24 from I-580 to Fish Ranch in the afternoon shows a decrease in speed of 14 mph (LOS E – 40 mph to LOS F - 26 mph). The SR 13/SR 24 Interchange in the morning from SR 13 NB to SR 24 EB registered 5 mph speed (monitored for the first time in 2006). The reverse direction (SR 24 WB to SR 13 SB) in the afternoon shows a reduction of 12 mph speed from LOS A (30 mph) to LOS E (18 mph).

- Other notable changes in terms of drop in speed occurred on –
  - I-880 SB in Oakland in the PM between 23rd St to High St. It degraded from LOS D (45 mph) to LOS F (22 mph). I-880 SB in the afternoon generally shows decrease in speed from 23rd St to I-238;
  - Regarding I-580, 1) I-580 WB between Center to I-238 in the morning shows a drop of 19 mph in speed from LOS C (55 mph) to LOS E (36 mph) and 2) I-580 EB in east county in the PM from 1st Street over the Altamont Pass to I-205 changed from LOS D (46 mph) to LOS E (34 mph).
  - I-238 EB in the afternoon worsened from LOS D (47mph) to LOS F (23 mph)
  - I-680 SB between SR 84 to SR 238 in the afternoon degraded from LOS A (65 mph) to LOS D (47 mph) and I-680 SB in the morning between SR 238 to Scott Creek shows a drop of 15 mph from LOS A (65 mph) to LOS C (50 mph)

- Improvements were noticed on the following corridors/segments generally in the afternoon:
  - I-680 NB between SR 238 to SR 84 improved from LOS E (31 mph) to LOS C (54 mph)
  - I-880 between A St to I-238 in the NB direction improved in the morning and SB direction improved in the afternoon. Likely due to the increased bottleneck downstream – I-238 for the NB and SR 92 for the SB traffic. In the morning I-880 NB improved from LOS E (31 mph) to LOS C (54 mph) and in the afternoon I-880 SB improved from LOS F (28 mph) to LOS D (47 mph).
  - SR 13 NB between Joaquin Miller/Lincoln to Moraga shows an improvement LOS E (35 mph)to LOS A (61 mph)

Overall Average Speed

The overall average speeds on the freeway system during the p.m. peak period decreased by 1.5 miles per hour between 2004 and 2006, while the average arterial speeds increased slightly by 0.3 miles per hour.

LEVEL OF SERVICE "F" SEGMENTS

The 2006 surveys revealed that twenty-four (24) segments are operating at Level of Service "F" during the P.M. peak period. Of these segments, sixteen (16) are on the freeway system, six (6) are located on arterial routes, and two (2) segments are on

freeway-to-freeway ramps. The number of segments operating at LOS F has increased by three (3) in the P.M. from 2004. During the A.M. peak period, nineteen (19) segments operated at LOS "F", of which thirteen (13) are freeway segments, four (4) are arterials and two (2) freeway-to-freeway ramps.

LOS "F" Segments in the P.M. Peak Period (non-grandfathered)

A total of seventeen (17), ten (10) freeway segments, five (5) arterial segments and two (2) freeway-to-freeway connectors operated at LOS "F" during the P.M. peak period in 2006 in this category. Six (6) of these seventeen (17) segments are operating at LOS F for the first time. The details are shown in the following table:

	CMP Route	Segment Limits	Jurisdiction	Comments
Freeways and Ramps				
1	I-80 - EB	SF County Line to Toll Plaza	Oakland	New LOS F
2	I-80 - EB	Toll Plaza to I-580 SB Merge	Oakland	
3	I-238 - WB	I-580 to I-880	Alameda County/ San Leandro	
4	I-580 - EB	I-680 to Santa Rita	Pleasanton	
5	I-880 - NB	Alv-Niles to Tennyson	Union City/ Hayward	
6	I-880 - SB	I-980 to 23rd	Oakland	
7	I-880 - SB	23rd to High/42nd	Oakland	New LOS F
8	I-880 - SB	High/42nd to Hegenberger	Oakland	New LOS F
9	SR 13 - NB	Moraga Ave to Hiller (Sig)	Oakland	
10	SR 84 - EB	Toll Plaza to Thornton	Fremont	
11	SR 13/SR24 Interchange	SR 13 NB to SR 24 EB	Oakland	
12	I-580/SR 24 Connection	SR 24 WB to I-580 EB	Oakland	New LOS F
Arterial				
13	Hesperian - NB	Tennyson to SH 92-WB	Hayward	New LOS F
14	Hesperian - NB	Grant to Lewelling	Alameda County	
15	Tennyson - EB	Hesperian to I-880	Hayward	New LOS F
16	SR 84 - EB	Ple-Sunol Rd to Vallecitos	Alameda County	
17	SR 123 San Pablo - NB	Allston to University	Berkeley	

LOS "F" Segments Included in 1991 CMP Baseline ("Grandfathered")

The remaining seven (7) segments operated at LOS "F" during the 2006 P.M. peak period were also at LOS "F" during the 1991 CMP baseline year (and are therefore grandfathered). The details are below:

	CMP Route	Segment Limits	Jurisdiction
1	I-80 - EB	I-580/80 Merge to University	Emeryville/ Berkeley
2	I-80 - WB	University to I-580 Split	Emeryville/ Berkeley
3	I-80 - WB	I-580 Split to Toll Plaza	Oakland
4	I-238 - EB	I-880 to I-580	Alameda County/ San Leandro
5	SR 24 - EB	I-580 On-ramp to Fish Ranch	Oakland
6	SR 92 - EB	Clawitter to I-880	Hayward
7	Decoto - WB	Union Sq to Alv-Niles Rd	Union City

LOS "F" Segments in A.M. Peak Period

There are 13 freeway segments, 4 arterial segments and two freeway to freeway connectors that are operating at LOS F. Of these 13 freeway segments, 12 were monitored previously, and of these 12, two segments are operating at LOS F for the first time.

Freeways and Ramps

- I-80 -WB: Central to University. Jurisdiction – Berkeley/Albany
- I-80 -WB: I-580 Split to Toll Plaza. Jurisdiction – Oakland
- I-80 -WB: Toll Plaza to San Francisco County Line. Jurisdiction – Oakland
- I-238 -WB: I-580 to I-880. Jurisdiction – Alameda County/San Leandro
- I-580 -WB: 1st Ave to Portola Ave. Jurisdiction – Livermore
- I-580-WB: SH-24 On-ramp to I-80/580 Split. Jurisdiction – Oakland
- I-880-NB: Alvarado-Niles to Tennyson. Jurisdiction – Union City/Hayward (New LOS F)
- I-880 -NB: I-980 to I-880/80 Merge. Jurisdiction - Oakland
- I-880 -SB: I-238 to A St. Jurisdiction - San Leandro/Alameda County (New LOS F)
- I-880 - SB: Stevenson to SR 262/Mission. Jurisdiction – Fremont
- I-880 -SB: SR 262/Mission to Dixon Landing (off). Jurisdiction – Fremont
- SR 13 - NB: Moraga Ave to Hiller (Sig). Jurisdiction – Oakland
- SR 24 - EB: I-580 On-ramp to Fish Ranch. Jurisdiction – Oakland (likely due to only one tunnel open in Caldecott)
- SR 13/SR 24 Interchange:SR 13 NB to SR 24 EB. Jurisdiction – Oakland (likely due to only one tunnel open in Caldecott)

- I-880/SR 260 Connection: SR 260 EB to I-880 NB. Jurisdiction - Oakland

Arterials

- Decoto-WB: Union Square to Alvarado-Niles Road. Jurisdiction – Union City/ Hayward
- SR 84 (Fremont) - EB: Thornton to Peralta. Jurisdiction – Fremont
- SR 262 (Mission)-WB: I-680 NB to I-880 SB. Jurisdiction – Fremont
- SR 84-WB: Vineyard to Isabel. Jurisdiction – Livermore

IMPROVED SEGMENTS

Table 1 lists nine segments that operated at LOS "F" during the 2004 surveys but operated at an improved Level of Service in the 2006 surveys. Improvement on SR 13-Ashby and Adeline could be due to improvements in signal timing. Number of improved LOS F segments from the previous monitoring years is reduced to nine segments in 2006 compared to 24 improved segments in 2004.

Table 1 - Improved Segments
Segments at LOS "F" in 2004 and not in 2006

	CMP Route	Direction	Segment Limits		2002 LOS (Speed)	2004 LOS (Speed)	Prior LOS F
			From	To			
P.M. PEAK PERIOD							
1.	I-80	WB	Toll Plaza	SF County Line	F (27.8)	E (34.8)	'93-'04
2.	I-580	WB	Center	I-580/I-238	F (24.0)	E (36.5)	00
3.	I 580	EB	Harrison	SH 13 Off	F (29.6)	E (37.4)	04
4.	I-880	SB	I-238	A street	F(28.1)	D (46.8)	91-'92, '00-04
5.	SR 84	EB	Thornton	I-880	F (29.7)	E (33.6)	04
6.	Adeline	NB	MLK Jr. South	MLK Jr. North	F (9.4)	E (12.1)	04
7.	SR 13-Ashby	EB	College	Domingo	F (6.3)	D (12.3)	91,00,04
A.M. PEAK PERIOD							
8	I-580	WB	I-205 (SJ Co)	1st Ave.	F (25.7)	E (32.6)	'04
9.	I-580	WB	Portola Ave.	Tassajara Rd.	F (27.5)	E (30.8)	'04

ORIGIN-DESTINATION SURVEYS

Peak period travel times were surveyed between ten pairs of Origin and Destinations (O-D) in Alameda County for auto, transit, and in one case, bicycle, and in another case a HOV lane.

- Of the ten O-D pairs, transit travel times have improved on all of the pairs in comparison to 2004 except for two pairs: Fremont- Pleasanton and Fremont - San Jose. Auto travel times have increased on five pairs and five pairs show decrease.

- Travel times by both auto and transit decreased on four pairs: Emeryville - Berkeley, Oakland - San Leandro, Fremont -Alameda and Alameda - Oakland. Travel times by auto and transit worsened between Fremont and Pleasanton and Fremont and San Jose. However, Auto travel between Fremont and San Jose by HOV lane shows improvement.

- As before, the worst transit commute is between Fremont and Pleasanton, and the travel time by transit has increased significantly from 2.5 hours (146 min) in 2004 to over 3 hours (181 min) in 2006, and therefore the travel could not be completed within the 2-hour peak period. Also, the largest increase in both transit and auto travel times occurred between Fremont and Pleasanton wherein the increase is 44% by auto and 24% by transit compared to 2004.

- Transit travel times consistently range between 2-5 times longer than that of auto travel as in 2004. Also, Oakland-San Leandro and Oakland-Pleasanton are the only two pairs whereby transit travel times are below 2 times that of auto.

- Transit travel times between Emeryville and Berkeley have consistently improved since 1998, when the travel times survey commenced, and reduced from 61 minutes in 1998 to 45 minutes in 2006.

(Auto travel time on the three bay bridges will be added later)

BICYCLE COUNTS

For the third time, bicycle count data is included in the LOS Monitoring Report. As agreed in 2002, bicycle counts were collected by the local jurisdictions at twelve (12) major intersections across the County for the LOS Monitoring Study. Counts were collected at the same locations. Of the twelve (12) intersections, seven (7) showed an increase in the bike usage and five (5) showed decrease.

Table 1 - 2006 Level of Service Monitoring Results - PM Runs											
	CMP Route	Segment Limits		Jurisdiction	Length	Prior "F"	Comments	LOS Results		Run details	
		From	To		(miles)	(Years)		2004	2006		
1	I-80 - EB	SF County Line	Toll Plaza	Oakland	2.06		New LOS F	C 52.5	(F30) 29.8	Tue 3/7 4:23 Tue 3/7 4:50 Tue 3/14 4:38	Thu 3/16 5:03 Tue 5/16 4:05 Tue 5/16 4:29
2	**I-80 - EB**	**Toll Plaza**	**I-580 SB Merge**	**Oakland**	**1.15**	**93-02**		**D 43.2**	**(F30) 28.9**	**Same runs as above**	
3	I-80 - EB	I-580/80 Merge	University	Emeryville/ Berkeley	2.80	91-95, 97-04	Grandfathered and Consistently F	(F30) 23.5	(F20) 17.1	Same runs as above	
4	I-80 - WB	University	I-580 Split	Emeryville/ Berkeley	2.43	91-92, 94-'04	Grandfathered	(F30) 20.9	(F30) 27.3	Tue 3/7 4:06 Tue 3/7 4:47 Tue 3/14 4:56 Thu 3/16 4:27	Thu 3/16 5:32 Tue 3/7 5:30 Tue 5/16 4:16
5	I-80 - WB	I-580 Split	Toll Plaza	Oakland	1.20	91-'93. '97-'00 04	Grandfathered	(F30) 28.7	(F30) 22.4	Same runs as above	
6	I-238 - EB	I-880	I-580	Alameda County/ San Leandro	2.28	91-92, 94,96 97,02	Grandfathered	D 47.2	(F30) 22.7	Thu 3/9 4:13 Thu 3/30 4:02 Thu 3/30 4:31 Wed 5/10 5:54	Thu 3/30 5:08 Thu 4/27 4:14 Thu 4/27 4:44
7	**I-238 - WB**	**I-580**	**I-880**	**Alameda County/ San Leandro**	**1.60**	**97-'04**		**(F30) 21.9**	**(F20) 17.6**	**Wed 3/29 5:34 Thu 3/30 4:15 Thu 3/30 4:44 Thu 4/27 4:00**	**Thu 4/27 4:30 Thu 4/27 4:57 Wed 5/10 5:41 Tue 5/23 4:35**
8	**I-580 - EB**	**I-680**	**Santa Rita**	**Pleasanton**	**2.72**	**98-'04**		**(F10) 9.9**	**(F20) 15.7**	**Tue 3/7 4:00 Tue 3/7 5:04 Thu 3/9 4:24**	**Tue 3/14 5:27 Tue 3/14 4:00 Wed 4/26 4:29**
9	**I-880 - NB**	**Alv-Niles**	**Tennyson**	**Union City/ Hayward**	**2.65**	**00-02**		**E 39.8**	**(F30) 21.6**	**Tue 3/21 5:01 Wed 3/22 4:56 Tue 5/2 4:00**	**Thu 5/4 5:12 Tue 5/9 4:14 Tue 5/9 5:17**

Note-
- shaded rows indicate new LOS F segments.
- segments shown in bold are not grandfathered but LOS F during prior monitoring.

Table 1 - 2006 Level of Service Monitoring Results - PM Runs											
	CMP Route	Segment Limits		Jurisdiction	Length	Prior "F"	Comments	LOS Results		Run details	
		From	To		(miles)	(Years)		2004	2006		
10	**I-880 - SB**	**I-980**	**23rd**	**Oakland**	**2.79**	**04**		**(F30) 20.2**	**(F30) 20.5**	**Wed 3/8 4:26**	**Tue 5/2 4:51**
										Tue 3/21 4:13	**Wed 5/17 4:14**
										Tue 3/28 4:06	**Wed 5/17 5:51**
										Th 5/18 4:34	
11	I-880 - SB	23rd St	High/42nd	Oakland	1.35		New LOS F	D 45.0	(F30) 22.3	Wed 3/8 4:26	Thu 5/4 4:00
										Tue 3/21 4:13	Thu 5/18 4:34
										Tue 3/28 4:06	Tue 5/23 4:20
										Tue 5/2 4:51	
12	I-880 - SB	High/42nd	Hegenberger	Oakland	2.27		New LOS F	E 32.3	(F30) 23.7	Same runs as above	
13	**SR 13 - NB**	**Moraga Ave**	**Hiller (Sig)**	**Oakland**	**1.57**	**04**		**(F30) 22.1**	**(F30) 23.3**	**Wed 3/8 4:08**	**Wed 3/15 5:05**
										Wed 3/8 4:22	**Wed 3/15 5:22**
										Thu 3/9 5:10	**Tue 6/13 4:10**
14	SR 24 - EB	I-580 On-ramp	Fish Ranch	Oakland	4.52	91-'97,'02	Grandfathered	E 39.9	(F30) 26.2	Thu 3/9 4:47	Thu 3/9 4:15
										Wed 3/15 4:00	Wed 3/22 5:05
										Wed 3/15 4:25	Wed 3/22 4:40
15	**SR 84 - EB**	**Toll Plaza**	**Thornton**	**Fremont**	**0.27**	**04**		**(F30) 29.8**	**(F30) 28.3**	**Wed 3/15 5:19**	**Tue 3/21 5:11**
										Thu 3/16 5:24	**Wed 3/22 4:27**
										Tue 3/21 4:22	**Wed 3/22 5:07**
16	SR 92 - EB	Clawiter	I-880	Hayward	2.10	91-92,94-'95,97-04	Grandfathered	(F20) 14.2	(F20) 15.2	Tue 3/28 5:25	Tue 4/25 5:00
										Wed 3/29 5:41	Tue 4/25 5:45
										Thu 3/30 4:26	Thu 4/27 4:45
17	Hesperian - NB	Tennyson	SH 92 - WB	Hayward	0.47		New LOS F	E 13.0	F 11.6	Thu 3/9 4:56	Thu 3/23 4:25
										Wed 3/22 5:05	Wed 5/10 5:05
										Thu 3/23 4:00	Tue 5/23 5:23
18	**Hesperian - NB**	**Grant**	**Llewelling**	**Alameda County**	**0.28**	**00,04**		**F 8.2**	**F 8.8**	**Same runs as above**	

Note-
- shaded rows indicate new LOS F segments.
- segments shown in bold are not grandfathered but LOS F during prior monitoring.

Table 1 - 2006 Level of Service Monitoring Results - PM Runs											
	CMP Route	Segment Limits		Jurisdiction	Length	Prior "F"	Comments	LOS Results		Run details	
		From	To		(miles)	(Years)		2004	2006		
19	Tennyson - EB	Hesperian	I-880	Hayward	0.88		New LOS F	E 13.0	F 11.5	Thu 3/9 4:46 Thu 3/9 5:46 Wed 3/22 4:50	Thu 3/23 4:15 Thu 3/23 5:02 Tue 5/23 5:14
20	Decoto - WB	Union Square	Alv-Niles Rd	Union City	0.25	91-94,96,98,'00-04	Grandfathered	F 8.1	F 8.7	Wed 3/15 4:51 Thu 3/16 4:59 Tue 3/21 4:02	Tue 3/21 4:49 Tue 3/21 5:46 Wed 3/22 4:05
21	**SR 84 - EB**	**Ple-Sunol Rd**	**Vallecitos Ent.**	**Alameda County**	**2.96**	**02-04**		**F 17.5**	**F 18.6**	**Wed 3/8 4:00** **Wed 3/15 4:56** **Thu 3/16 5:16**	**Wed 3/8 4:29** **Thu 3/9 5:25** **Tue 3/14 5:19**
22	**SR 123 San Pablo - NB**	**Allston**	**University**	**Berkeley**	**0.20**	**98-00**		**E 7.8**	**F 5.7**	**Wed 3/8 4:19** **Wed 3/8 5:17** **Tue 3/23 4:38** **Tue 3/21 5:08**	**Wed 5/17 5:33** **Thu 5/18 4:35** **Thu 5/18 5:59**
23	**SR 13/SR24 Interchange**	**SR 13 NB**	**SR 24 EB**	**Oakland**	**0.32**	**92-04**		**F 9.5**	**F 11.3**	**Thu 5/11 5:05** **Thu 5/11 5:15** **Thu 5/11 5:35** **Wed 6/7 5:51**	**Thu 6/8 5:49** **Tue 6/13 4:25** **Tue 6/13 4:33**
24	I-580/SR 24 Connection	SR 24 WB	I-580 EB	Oakland	0.74		New LOS F	C 39.2	F 18.5	Wed 5/17 4:44 Wed 5/17 4:48 Wed 6/7 4:49	Wed 6/7 5:10 Wed 6/7 5:21 Wed 6/7 5:32

Note-
- shaded rows indicate new LOS F segments.
- segments shown in bold are not grandfathered but LOS F during prior monitoring.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

July 27, 2006
Agenda Item 7.3

Date: July 18, 2006

To: CMA Board

From: Beth Walukas, Senior Transportation Planner
Rochelle Wheeler, ACTIA Bicycle and Pedestrian Coordinator

Subject: Joint Presentation on ACCMA's Countywide Bicycle Plan and ACTIA's Countywide Pedestrian Plan

The ACCMA developed the first Countywide Bicycle Plan in 2001 and has led the development of the 2006 Plan Update. ACTIA has led the development of the first Countywide Strategic Pedestrian Plan and the Toolkit for Improving Walkability in Alameda County. The two agencies coordinated their work on these Plans to ensure that the Plans work together and complement each other. At the request of the Plans and Programs Committee, ACCMA and ACTIA staffs have prepared the attached presentation on how the Countywide Bicycle Plan and the Countywide Pedestrian Plan overlap and interface.

The presentation focuses on common high priority projects, funding opportunities, and tools for designing projects that benefit both bicyclists and pedestrians or at a minimum do not degrade the other mode. Common projects will most likely occur on multi-use trails and in transit priority zones. A map showing where the high priority projects overlap is attached and will be discussed at the meeting. The Bicycle and Pedestrian Plans will be used by both ACTIA and the ACCMA in making countywide planning and funding decisions. There are areas of both Plans where coordination will be important so that project funding can be leveraged.

The Draft Countywide Bicycle Plan Update and the Draft Countywide Pedestrian Plan were developed over the past year, and received extensive review from working groups established to provide input on the Plans, in addition to input from ACTAC, ACTIA's Bicycle and Pedestrian Advisory Committee, and the Committees of the ACCMA and ACTIA Boards. Both Plans will be brought to both the ACCMA and ACTIA Boards for approval at their September meetings. Both agencies will also release a Coordinated Call for Projects for Regional Bike and Pedestrian Program, TFCA, and Measure B funds in September.

Copies of Draft Bicycle Plan Chapters 3 and 5 and the Draft Pedestrian Plan and Toolkit for Improving Walkability are attached for Board members only, and are also available at www.acccma.ca.gov and www.actia2022.com, respectively. This information was also sent to Board members in late June.

Joint Presentation
on
Alameda Countywide Bicycle Plan
& Alameda Countywide Pedestrian Plan

by
ACCMA and ACTIA Staff

July 27, 2006

Background

- Countywide Bicycle Plan prepared by the ACCMA
- Countywide Pedestrian Plan prepared by ACTIA
- ACTIA and ACCMA worked together on the development of both Plans

Alameda Countywide Bicycle Plan

- July 2001: CMA Board adopts first Bicycle Plan
- August 2005 – June 2005: Focused update begins. Bicycle Working Group meets six times
- June 2006: Draft chapters reviewed by CMA and ACTIA Committees
- September 2006: CMA and ACTIA Boards adopt updated Bicycle Plan

Alameda Countywide Pedestrian Plan

- June 2005: ACTIA begins developing the first Countywide Pedestrian Plan and Pedestrian Toolkit
- October 2005-May 2006: Pedestrian Plan Working Group meets six times to provide input on documents
- June 2006: Draft Plan and Toolkit reviewed by ACTIA and CMA Committees
- September 2006: ACTIA and CMA Boards adopt first Countywide Pedestrian Plan and Toolkit

Bicycle Plan Components

- Capital Projects
  - Bicycle Network
  - Transit Priority Zones
  - Rehab of Existing on-street countywide network
- Programs
  - Signage Development
  - Maintenance
  - Parking
  - Education/Promotion
- Design Guidelines & Best Practices

Pedestrian Plan Components

- Capital Projects
  - Focused on Areas of Countywide Significance:
    - Transit
    - Activity Centers
    - Trails
- Programs & Plans
  - Promotion, Education, Technical Support, Local Match
  - Fund local Pedestrian Master Plans
- Toolkit for Improving Walkability

Areas of Overlap Between the Plans

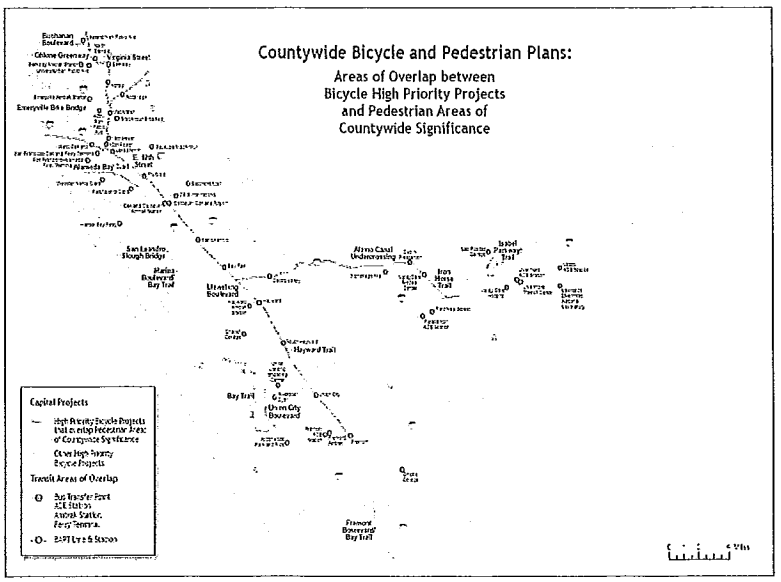
- Capital Projects
- Programs
- Funding Opportunities
- Design Practices and Opportunities

Capital Projects: Areas of Overlap

- Multi-use Trails
- Transit Stations/Stops
  - BART stations
  - Ferry terminals
  - ACE rail stations
  - Major bus transfer points

High Priority Capital Projects: Areas of Overlap

- Bicycle Plan Priorities
  - 15 High Priority Capital Projects identified for next four years
  - Transit Priority Zone projects prioritized
- Pedestrian Plan Priorities
  - No high priority list; Projects will be prioritized through grant application evaluation criteria



Programs – Areas of Overlap

- Develop Programs for both Bike and Ped:
  - Education
  - Promotion
  - Technical Support to Local Agencies
  - Local Match Support for Safe Routes to School, Lifeline, and Environmental Justice Grants

Funding Opportunities

- Countywide Funds administered by ACTIA and ACCMA
  - Competitive
  - Allocation
- Outside competitive sources
- Non-traditional sources

Countywide Competitive Funding Opportunities

- Competitive funds administered by ACCMA:
  - Regional Bike and Ped Program
  - TFCA (Transit discretionary only)
- Competitive funds administered by ACTIA:
  - Measure B (countywide discretionary only)
- Coordinated Call for Projects with these funds will be issued in September 2006

Countywide Allocation Funding Opportunities

- Allocation funds available through ACCMA and ACTIA:
  - Measure B bicycle/pedestrian pass-through
  - Measure B local streets & roads pass-through
  - TDA Article 3 (administered by County)
  - TFCA Program Managers

I

- **Outside Funding Opportunities**
  - Examples: SF Bay Trail Project, Bicycle Transportation Account, Transportation For Livable Communities, Safe Routes To Transit, Safe Routes To School
- **Non-Traditional Funding Opportunities**
  - Examples: New Construction Fees/Mitigations, Impact Fees, Community Development Block Grants

Design Practices & Opportunities

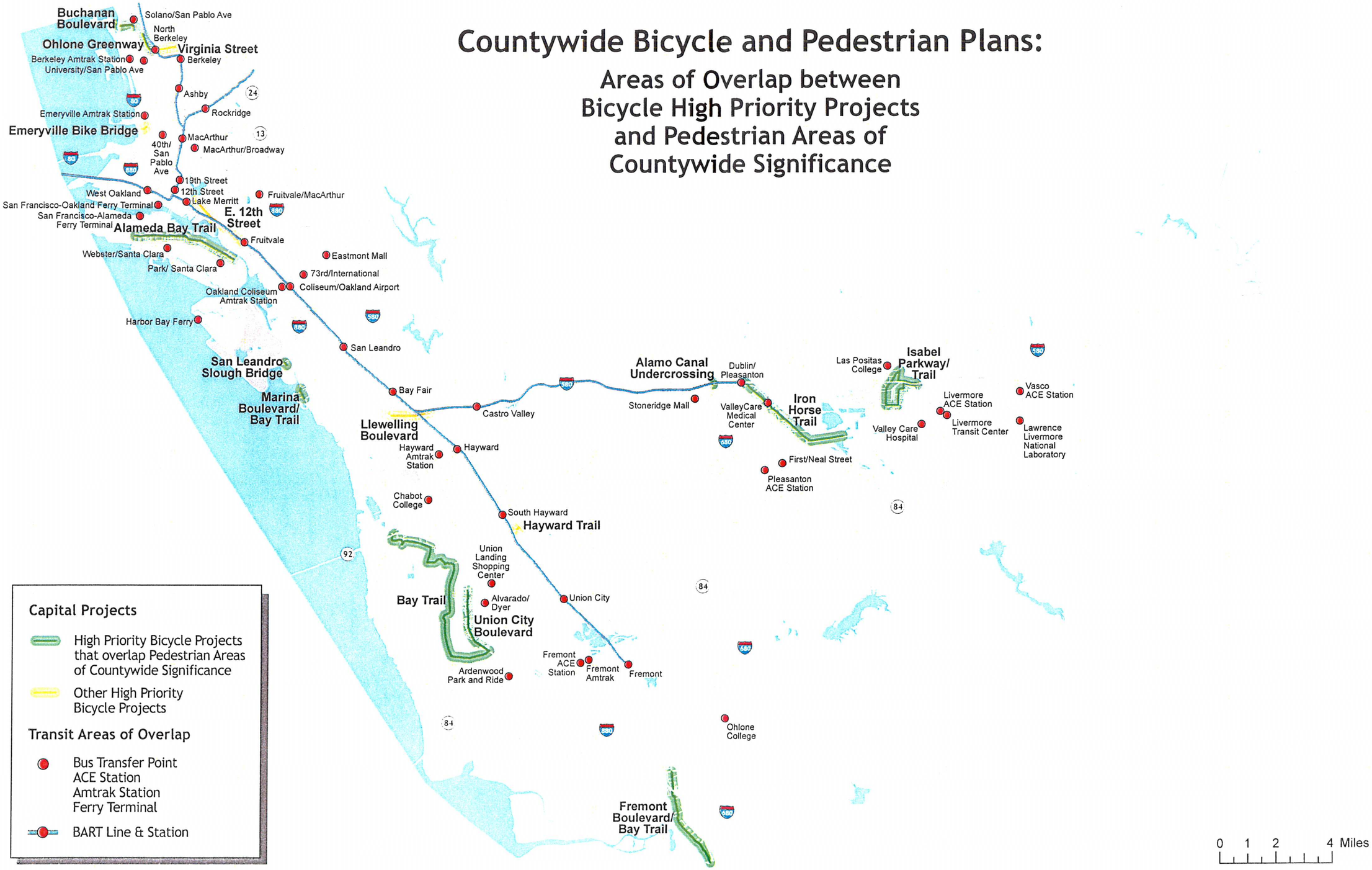
- Resources available:
  - Bicycle Plan Design Guidelines & Best Practices (Chapter 6)
  - Toolkit for Improving Walkability in Alameda County (stand-alone document)
- Examples of designing for both bikes and pedestrians:
  - Design streets for both modes
  - Design multi-use trails for both modes
  - Discourage bicyclists from riding on sidewalk

Next Steps: September 2006

- ACCMA and ACTIA Boards
  - Adopt Countywide Bicycle Plan
  - Adopt Countywide Pedestrian Plan
- Coordinated Call for Projects to begin implementing Projects in the Bicycle and Pedestrian Plans

Countywide Bicycle and Pedestrian Plans:

Areas of Overlap between Bicycle High Priority Projects and Pedestrian Areas of Countywide Significance



Capital Projects

- High Priority Bicycle Projects that overlap Pedestrian Areas of Countywide Significance
- Other High Priority Bicycle Projects

Transit Areas of Overlap

- Bus Transfer Point
  ACE Station
  Amtrak Station
  Ferry Terminal
- BART Line & Station

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ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
FY 2006-2007 REVISED BUDGET
TOTAL REVENUES & EXPENDITURES

	FY 2006/2007 Approved Budget	FY 2006/2007 Revised Budget
REVENUES		
Grants: (see page 3 & 4 for detail)		
MTC	$ 837,000	$ 861,000
MTC - RM2	10,033,270	19,432,820
ACTIA / ACTA	5,927,000	7,028,950
Caltrans	2,467,550	6,294,886
TFCA - Program Manager Fund	239,500	722,586
TFCA - Regional Fund	274,000	395,949
CMA Exchange Program	2,837,960	5,520,331
AC TRANSIT	7,260,833	7,731,925
OTHERS	9,000,000	9,116,000
SUBTOTAL	**$ 38,877,113**	**$ 57,104,447**
General revenues:		
Member Agencies Fees (see page 2 for detail)	761,984	761,984
Interest	8,000	8,000
TOTAL REVENUES	**$ 39,647,097**	**$ 57,874,431**
EXPENDITURES		
Salaries	$ 1,710,000	$ 1,710,000
Employee Benefits (incl. approved time off)	787,100	787,100
Salary Related Expenses	85,000	85,000
Board Meeting per diem	50,000	50,000
Transportation/Travel-Special Events	75,000	75,000
Training	12,000	12,000
Office Space	323,243	323,243
Postage/Reproduction	30,000	30,000
Office Expenses/Equipment Leases	176,000	176,000
Computer Support	50,000	50,000
Website Service	20,000	20,000
Misc. Expenses	3,000	3,000
Office Furniture/Equipments	45,000	45,000
Insurance	12,000	12,000
Legal Counsel	97,000	97,000
Accounting Software Annual Support	4,100	4,100
Temporary Employees	10,000	10,000
Annual Audit	40,000	40,000
Interest Expense	100,000	100,000
EDAB Membership	5,000	5,000
Expenditures for Projects (see page 3 & 4 for detail)	34,974,866	53,228,155
Consultants: On Call*	100,000	100,000
Consultants: DBE/SBE/LBE	10,000	10,000
Consultants: Investment Advisor	20,000	20,000
Legislative Advocacy (Sacramento & Washington DC)	98,400	98,400
TOTAL EXPENDITURES	$ 38,837,709	$ 57,090,998
Reserved Fund (Altamont Commuter Express)	$ (190,000)	$ (190,000)
Financial Reserves**	$ (300,000)	$ (300,000)
Retiree Health Benefit Reserves	$ (50,000)	$ (50,000)
Excess of revenues over (under) expenditures	**$ 269,387**	**$ 243,432**

* On call consultants for various tasks including project budget and schedule control, special studies such as a review of TOD issues, annual compensation analysis, and annual report preparation.

** Increase in financial reserves in accordance w/adopted administrative code for a total reserve of $1,900,000.

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
FY 2006-2007 REVISED BUDGET

CITIES/COUNTY	Total Fuel Tax Subventions* 2005/06	Proposition 111 Subventions* (S & H Code Section 2105) 2005/06	Percent	FY 03/04 Fees	FY 04/05 Fees	FY 05/06 Fees	FY 06/07 Fees	
City of Alameda	$ 1,385,506	$ 466,679	3.13%	$ 22,584	$ 22,946	$ 23,010	$ 23,815	
City of Albany	313,923	104,539	0.70%	5,079	5,140	5,154	5,335	
City of Berkeley	1,932,819	651,401	4.36%	31,712	32,028	32,118	33,242	
City of Dublin	711,598	238,695	1.60%	9,905	10,884	11,769	12,181	
City of Emeryville	144,400	47,739	0.32%	2,218	2,308	2,354	2,436	
City of Fremont	3,851,724	1,302,018	8.72%	63,006	63,993	64,197	66,444	
City of Hayward	2,669,657	901,231	6.04%	43,806	44,312	44,436	45,991	
City of Livermore	1,452,195	489,291	3.28%	22,877	23,897	24,125	24,969	
City of Newark	814,966	273,743	1.83%	13,236	13,460	13,497	13,970	
City of Oakland	7,581,721	2,566,697	17.19%	124,477	126,201	126,554	130,983	
City of Piedmont	209,169	69,360	0.46%	3,369	3,410	3,420	3,540	
City of Pleasanton	1,242,484	418,186	2.80%	19,914	20,517	20,619	21,341	
City of San Leandro	1,505,790	507,462	3.40%	24,654	24,914	25,021	25,897	
City of Union City	1,300,982	438,021	2.93%	20,889	21,537	21,597	22,353	
Alameda County	20,490,630	6,456,483	43.24%	328,491	320,669	318,344	329,486	
								$761,984
	$ 45,607,562	$ 14,931,545	100.00%	$ 736,216	$ 736,216	$ 736,216	$ 761,984	
Percent of Prop 111 Funds				4.93%	4.93%	4.93%	5.10%	
Percent of Total Fuel Tax Subventions				1.61%	1.61%	1.61%	1.67%	

* Estimate by State Department of Finance (DOF).

History of City/County Fees

Fiscal Year	Fees	% Change
1991-92	$ 1,132,953.00	N/A
1992-93	831,241.00	-26.63%
1993-94	639,084.00	-23.12%
1994-95	581,195.00	-9.06%
1995-96	581,327.00	0.02%
1996-97	599,880.00	3.19%
1997-98	631,858.00	5.33%
1998-99	656,438.00	3.89%
1999-00	704,417.00	7.31%
2000-01	711,320.00	0.98%
2001-02	736,216.00	3.50%
2002-03	736,216.00	0.00%
2003-04	736,216.00	0.00%
2004-05	736,216.00	0.00%
2005-06	736,216.00	0.00%
2006-07	761,984.00	3.50%

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
FY 2006-2007 REVISED BUDGET
REVENUES / EXPENDITURES BY PROJECTS

	FY 2006/2007 Approved Budget		FY 2006/2007 Proposed Budget	
MTC	REVENUE	EXPENSE	REVENUE	EXPENSE
TEA 21 Planning Support:	$ 595,000		$ 595,000	
- LOS Monitoring		13,000		13,000
- CMP		25,000		25,000
- Countywide Transportation Plan		25,000		25,000
- CMA Travel Model Support		15,000		15,000
Transportation Land Use Work Program	150,000	25,000	150,000	25,000
Countywide Bicycle Plan (TDA Article 3)	12,000	4,000	16,000	-
Community Based Transportation	80,000	80,000	100,000	100,000
Subtotal	**$ 837,000**	**$ 187,000**	**$ 861,000**	**$ 203,000**
MTC - RM2				
Rt. 84 Dumbarton HOV On-Ramp	$ -	$ -	$ -	$ -
Rt. 84 Dumbarton HOV Extension	640,000	600,000	642,400	600,000
Grand Ave. Signal Modification	2,633,450	2,453,400	2,813,000	2,722,350
Rt. 84/Ardenwood Park & Ride	1,515,380	1,345,000	4,210,220	4,139,000
I-880 North Safety Improvements	650,000	618,000	642,400	600,000
I-580 EB HOV Design	3,122,300	2,900,000	9,351,400	8,974,000
I-580 WB HOV & I-680 Connector PAED	1,472,140	1,160,000	1,773,400	1,564,000
Subtotal	**$ 10,033,270**	**$ 9,076,400**	**$ 19,432,820**	**$ 18,599,350**
ACTIA / ACTA				
Altamont Commuter Express Operating Cost	$ 2,000,000	$ 1,810,000	$ 2,000,000	$ 1,810,000
Capital Improvement on ACE	1,050,000	1,050,000	1,050,000	1,050,000
I-680 Smart PS&E (Phase 3)	864,000	864,000	864,000	864,000
Countywide Bicycle Plan	18,000	6,000	20,000	4,000
Central Freeway	965,000	700,000	965,000	700,000
I-680 Smart Equip (phase 7)	90,000	90,000	90,000	90,000
Central County Freeway	-	-	1,100,000	900,000
I-680 Cross Connector PSR	940,000	846,000	939,950	856,000
Subtotal	**$ 5,927,000**	**$ 5,366,000**	**$ 7,028,950**	**$ 6,274,000**
Caltrans				
CMAQ: SMART Corridor Operations & Management (Contra Cos	$ 260,000	$ 240,000	$ 100,642	$ 95,610
CMAQ: SMART Corridor Operations & Management (Alameda)	390,000	360,000	450,831	428,289
I-680 Soundwall Construction	-	-	1,105,000	1,097,000
I-680 North and Southbound Design	-	-	1,540,000	1,500,000
TCRP: I-580 HOV EIR & Project Report	316,550	250,000	1,500,000	1,421,000
I-580/Tri-Valley Triangle Analysis	-	-	35,113	35,113
I-680 Smart PS&E (phase 3)	900,000	688,000	900,000	688,000
STIP Project Monitoring	240,000	180,000	93,600	52,800
I-680 Smart Equip (phase 7)	361,000	361,000	361,000	361,000
Dynamic Ridesharing	-	-	208,700	208,700
Subtotal	**$ 2,467,550**	**$ 2,079,000**	**$ 6,294,886**	**$ 5,887,512**
TFCA - Program Manager Fund				
Administration Revenue	$ -	$ 5,000	$ -	$ 5,000
East 14th / Int'l Blvd. - Transit Signal Priority (phase 2&4)	102,000	97,008	585,086	554,076
Guaranteed Ride Home Program	137,500	125,000	137,500	125,000
Subtotal	**$ 239,500**	**$ 227,008**	**$ 722,586**	**$ 684,076**
TFCA - Regional Fund				
East 14th / Int'l Blvd -Transit Signal Priority (Phase 3)	$ 102,000	$ 97,008	$ 190,086	$ 180,011
Travel Choice	90,000	90,000	57,435	57,435
Telegraph Transit Signal Priority	82,000	77,968	148,428	140,561
Subtotal	**$ 274,000**	**$ 264,976**	**$ 395,949**	**$ 378,007**

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
FY 2006-2007 REVISED BUDGET
REVENUES / EXPENDITURES BY PROJECTS

		FY 2006/2007 Approved Budget		FY 2006/2007 Approved Budget	
CMA Exchange Program		REVENUE	EXPENSE	REVENUE	EXPENSE
Project Monitoring & Oversight		$ 335,400	$ 250,000	$ 325,000	$ 250,000
I-680 North & Southbound Design		-	-	85,000	48,000
I-680 Soundwall		-	-	340,000	336,000
I-680 Soundwall Design		1,136,470	960,000	1,735,000	1,660,000
ACCMA 2004 Countywide Model Update		109,000	100,000	109,000	100,000
Tri-Valley Triangle Analysis		-	-	35,113	35,113
Dynamic Ridesharing		-	-	34,000	30,000
I-880 North Safety Improvements		31,860	-	90,000	48,000
East Bay SMART Corridors Incident Management		21,000	13,800	1,518,000	1,415,000
SMART Corridors - Intel Project		1,030,600	884,904	1,107,218	1,029,595
Travel Choice		90,000	86,000	42,000	30,000
CMA TIP Administration		83,630	-	100,000	35,000
	Subtotal	**$ 2,837,960**	**$ 2,294,704**	**$ 5,520,331**	**$ 5,016,708**
AC TRANSIT					
Traffic Signal Upgrades (Broadway)		$ 145,000	$ 137,896	$ 258,120	$ 244,439
INTEL Project (AC Transit: Measure B + RM2)		4,960,900	4,603,856	5,171,872	4,850,413
Net Bus		234,933	211,439	234,933	211,439
San Pablo		1,820,000	1,669,147	1,992,000	1,930,911
Grand Ave (TFCA)		100,000	97,440	75,000	72,300
	Subtotal	**$ 7,260,833**	**$ 6,719,778**	**$ 7,731,925**	**$ 7,309,502**
OTHERS					
Tri-Valley Triangle Analysis (Local)		$ -	$ -	$ 116,000	$ 116,000
SAFTEA-LU I-580 TMP		9,000,000	8,760,000	9,000,000	8,760,000
	Subtotal	**$ 9,000,000**	**$ 8,760,000**	**$ 9,116,000**	**$ 8,876,000**
	TOTAL	**$ 38,877,113**	**$ 34,974,866**	**$ 57,104,447**	**$ 53,228,155**

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
Board Approved Projects for
TRANSPORTATION FUND FOR CLEAN AIR

		FY 2006/2007 Approved Budget
REVENUES:		
Programmed revenues		$ 1,856,000
Interest		110,000
	TOTAL REVENUES	**$ 1,966,000**

SPONSOR	PROJECT	Approved Programmed Amount	Project Avail. Balance
ACCMA	Transit Bus Priority Systems, International Blvd.	$ 500,000	$ 403,000
ACCMA	Guaranteed Ride Home Program	231,200	86,000
ACCMA	E 14th Street Signal Timing	395,000	395,000
BART	Fruitvale Attended Bicycle Parking Facility	400,000	55,000
BART	Electronic Bike Lockers	50,000	50,000
Berkeley	Berkeley BART: Attended Bikestation	86,136	86,136
Berkeley	City Carshare - Eastbay Expansion	125,996	30,000
Berkeley	Citywide Bike Parking Program	25,000	25,000
Emeryville	Class II Bicycle Lane-Doyle Street Greenway	50,000	50,000
Fremont	CNG Refueling Station-Fremont	96,242	68,000
Fremont	Class II Bicycle Lane-Fremont Blvd.	100,250	83,000
Fremont	Signal Retiming: Automall, Paseo Padre, Warm Spring	123,000	123,000
LAVTA	ACE Shuttle to the Dublin/Pleasanton BART Station	83,934	50,000
Livermore	Arroyo Mocho Trail Extention	86,803	87,000
Oakland	CNG Refueling Station-Oakland	225,000	225,000
Oakland	Coliseum BART Bus Stop Relocation	192,000	187,000
Union City	CNG Facility Improvement	120,000	120,000
	TOTAL	**$ 2,890,561**	**$ 2,123,136**

***This is not a budget or financial statement, this page is provided for information only**

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
Board Approved Projects for
CMA TIP Fund

Sponsor - Project	Approved Programmed Amount	Project Avail. Balance
Federal Match	$ 1,956,000	$ 1,063,000
Set Aside For Economic Uncertainties	4,950,000	4,950,000
ACCMA - SMART Corridors	1,176,000	104,000
ACCMA - SMART Corridors O&M	92,000	92,000
ACCMA - Fair Lanes & Dynamic	60,900	34,000
ACCMA - ACE Trackage & Maintenance Improvements	2,500,000	2,490,000
ACCMA - Project Monitoring	1,855,000	1,400,000
ACCMA - Administration	688,400	438,000
ACCMA - I-680 Sunol Grade	2,058,000	1,304,000
ACCMA - Triangle Analysis	200,000	40,000
ACCMA - International Blvd.	4,500,000	2,900,000
ACCMA - CMA Countywide Travel Model Update	400,000	320,000
Alameda - Remove Rail & Resurface Clement Ave.	256,000	256,000
Alameda - Fernside Blvd.Resurfacing	135,000	135,000
Alameda - Lincoln Middle School Safety	163,000	163,000
County-Pleasanton BART Station	3,675,000	3,675,000
County-Crow Canyon Road	450,000	450,000
Albany - Pierce St. Reconstruction	87,000	87,000
Albany - Ohlone Greenway Intersectin Alignments	37,000	37,000
BART-Warm Springs Extention	2,163,000	277,000
BART-AFC Modernization	2,283,000	1,420,000
BART-West Dublin BART Station	6,900,000	6,900,000
Oakland-CEDA Downtown Intermodal Transit Center	1,450,000	1,450,000
Berkeley-Spruce St. Safety	100,000	100,000
Berkeley-Piedmont Circle Ped. Safety	128,000	128,000
Dublin - Amador Valley Blvd.	289,000	289,000
Emeryville - Intermodal Transfer Station	890,000	890,000
Emeryville - I-80/Ashby/Bay Interchange	313,000	267,000
Emeryville - Park Avenue	57,000	57,000
Fremont - Wash Blvd./Paseo Padre	1,745,000	1,745,000
Fremont - Street Overlay (dBayview, Walnut, Farewell)	467,000	467,000
Hayward - Industrial Blvd Pavement Rehab	280,000	280,000
Hayward - West A Street Rehab	16,000	16,000
Hayward - Hesperian Blvd. Rehab (Tennyson-Sleepy Hollow)	22,000	22,000
Livermore - Streets Resurfacing - 2007	178,000	178,000
Newark - Central Ave. Overpass	630,000	630,000
Newark -Thornton Ave Widening	405,000	405,000
Newwark -Stevenson Blvd. Overlay I-880 to Cherry Street	151,000	151,000
Newwark - Jarvis Overlay	99,000	99,000
Newark - Hayley Ave. Overlay	79,000	79,000
Oakland -MacArthur BART Station	500,000	500,000
Oakland - City of Oakland: Annual Street Resurfacing	349,000	349,000
Oakland - Measure B Match for Fed STP LSR Project	278,000	278,000
Oakland - Traffic Signal: 73rd/Garfield	275,000	275,000
Piedmont - Lower Grand at Arroyo and Rose	82,000	82,000
Pleasanton - Bernal Ave. - First Street to Windmill Way	232,000	232,000
Pleasanton - W. Las Positas Blvd. Resurfacing	153,000	153,000
San Leandro - Florestra Blvd. Rehab	12,000	12,000
Union City - Intermodal Station	1,000,000	300,000
Union City - Whipple Road Rehabilitation	241,000	241,000
Union City - UC Blvd. Rehab	127,000	127,000
Union City - Pavement Rehab: B,C,D,E, & 7th & 8th Streets	151,000	151,000
City CarShare Expansion Camp	40,000	5,000
TOTAL	**$ 47,324,300**	**$ 38,493,000**

*This is not a budget or financial statement, this page is provided for information only

May 17, 2006

The $37.3 billion bond package approved by the Legislature will be placed on the November ballot. The following is an outline of the trailer bills. A matrix of the funding programs in the transportation and housing bonds has also been provided. If you have any questions or need additional information, please contact Steve Wallauch.

Summary of the infrastructure package: The package will appear on the November ballot as the following Propositions.

Proposition 1A – Increased Prop 42 protections	
Proposition 1B – Transportation	$19.925 billion
Proposition 1C – Housing	$ 2.85 billion
Proposition 1D – Education	$10.416 billion
Proposition 1E – Flood Protection	$ 4.09 billion

The package also included the following trailer bills:

- AB 1039 would exempt specific transportation projects and flood control projects from CEQA. This includes CEQA exemptions for High Street and 5th Street ramp replacement projects in Oakland.
- AB 1467 would authorize public private partnerships for constructing a limited number of transportation projects. This bill would allow for the construction of 4 toll road facilities and 4 HOT lane projects. Each category requires two in southern California and two in northern California.
- AB 143 would authorize the CTC to select up to 10 projects to demonstrate the use of design-build contracting. *This measure failed passage in the Assembly.* Upon approval by the CTC, this bill would have allowed Caltrans or local transportation entities use design-build contracting. While it was approved by the Senate, this majority vote bill only garnered 27 votes in the Assembly. Since this measure failed passage, a detailed review is not included in this report.
- SCA 7 would amend the Constitution to limit the ability of the Legislature and the Governor to divert Proposition 42 funds. The protections would allow Prop 42 to be suspended twice in any 10 year period and it would require the funds to be repaid within 3 years. SCA 7 also requires the repayment of existing loans over the next 10 years. SCA 7 will appear on the November ballot as Proposition 1A.

A more detailed review of the transportation related bills follows.

Implementing Legislation

AB 1039 (Nunez): This bill enacts several CEQA streamlining proposals for transportation projects and levee repair work.

All of the CEQA exemptions categories listed in AB 1039 require the implementing agency to:

- conduct outreach efforts in the vicinity of the project,
- abide by air quality rules for construction equipment, as well as implementing measures to control particulate matter emission, and
- to the extent feasible use alternative fuel or ultralow sulfur diesel to power the construction equipment.

This bill contains the following CEQA exemptions categories:

- Levee repair projects along the Sacramento River Flood Control Project area. These projects must be within the existing levee footprint, and this exemption would sunset on July 1, 2016. The bill also enacts provisions for a consolidated permit process for levee repair projects funded by the bond act.

- Caltrans for the modification or replacement of the following highway structures. This exemption authority sunsets on June 30, 2010.

    - I-880 Fifth Avenue Overhead in Oakland
    - I-880 High Street Separation Overhead in Oakland
    - State Route 101 Hollister Avenue Overcrossing in Santa Barbara County
    - Schuyler Heim Bridge in Los Angles County
    - Mojave River Bridge on SR 18 in San Bernardino County

- The local bridge seismic safety retrofit projects identified by Caltrans. This exemption would sunset on January 1, 2011.

- AB 1039 allows Caltrans to prepare and adopt a master environmental impact report for anticipated projects along Highway 99.

- AB 1039 also implements the contents of SB 1812 (Runner), which allows Caltrans to participate in the SAFETEA-LU pilot program that in general allows Caltrans to certify federal environmental documents on transportation projects. Both the Alameda CMA and ACTIA have support positions on SB 1812.

  AB 1039 specifically authorizes Caltrans to consent to the jurisdiction of the federal courts with regard to the assumption of certain federal responsibilities under the National Environmental Policy Act (NEPA), and waives the state's Eleventh Amendment protection against lawsuits brought in federal court for as long as the state participates in the pilot program. Caltrans is also required to submit a report to

the Legislature on this program by January 1, 2008, and the authority will sunset on January 1, 2009.

AB 1467 (Nunez) allows for four public-private partnerships projects and up to four high occupancy toll (HOT) lane projects. The bill requires that half the projects be in northern California and half in southern California.

In addition, a lease agreement reached for any public-private project or a HOT lane project authorized by this bill must be approved in statute by the Legislature. Caltrans or the regional agency must also hold at least one public hearing on the project before seeking legislative approval.

HOT Lanes: AB 1467 allows the CTC to select up to 4 proposals nominated by Caltrans or a regional transportation agency to develop and operate four HOT lane projects, including a value pricing program pursuant to the following conditions:

- The CTC shall develop eligibility criteria for the projects.
- For each project the CTC must have at least one hearing in northern California and one hearing in southern California. The selected project and any public testimony from the hearings shall be submitted to the Legislature for approval.
- The number of projects must be equally split between northern and southern California.
- Caltrans or a regional transportation agency may also operate exclusive or preferential lane facilities for public transit.
- Rather than state the conditions for operating these projects, AB 1467 simply requires these project to be consistent with the standards, requirements, and limitations outlined in existing law for HOT lane projects.

  Specifically, the bill refers to Sections 149, 149.1, 149.3, 149.3, 149.4, 149.5, and 149.6 of the Streets and Highways Code. These code sections grant Caltrans the authority to build exclusive bus lanes and allow Caltrans to enter into public-private partnerships. In addition, these codes sections provide the authority for a limited number of HOT lanes currently authorized in the Counties of Alameda, Santa Clara, and San Diego.
- There is no specified sunset on the authority to operate these HOT lanes, but a sunset date may be added, along with other requirements, as part of the Legislative approval process.
- The CTC in cooperation with the Legislative Analyst's Office shall prepare an annual report on the status of these projects.
- No application may be approved after January 1, 2012.

Toll Roads and Lanes: AB 1467 allows Caltrans in cooperation with a regional transportation planning agency, or regional transportation planning agency, such as MTC,

may solicit proposals for the development of a transportation project under the following conditions:

- A "transportation project" is defined to include planning, design, development finance, construction, etc. of highway, public street, rail or related facilities currently owned or operated by Caltrans or the regional transportation agency.
- Total number of projects is limited to 4. No less than two in northern California and two in southern California. The CTC shall select the projects from those nominated by either Caltrans or the regional transportation agency. However, no less than two projects shall be nominated by a regional transportation agency.
- The projects shall be primarily designed to improve goods movement, which includes exclusive truck lanes, rail access, and operational improvements.
- The facilities shall be owned at all times by Caltrans or the regional transportation agency.
- At the end of the lease agreement the facility shall transfer at no charge back to Caltrans or the regional transportation agency in a condition that meets standards established by Caltrans.
- Excess toll revenue may be applied to any indebtedness, used for improvement to the projects, or deposited into the State Highway Account. However, excess revenue under an agreement with a regional transportation agency may be paid to the agency for improving public transportation in and near the project boundaries.
- Nothing in this section shall infringe on existing law that allows the Alameda CMA and other counties to develop and operate HOT lanes.
- There is no limit on the duration of a lease agreement; however a limit may be added as part of the legislative approval process.
- The CTC in cooperation with the Legislative Analyst's Office shall prepare an annual report on the status of these projects.
- The authority to enter into a lease agreement sunsets on January 1, 2012.

SCA 7 (Torlakson) (Chapter 49, Statutes of 2006) will appear on the November ballot as Proposition 1A. This measure would amend the Constitution to limit the ability for the Governor and the Legislature to divert Prop 42 funds to the state's general fund.

Proposition 42 allows the sales tax on gasoline to be diverted to the general fund if the Governor declares a fiscal emergency and the Legislature approved the suspension of Prop 42 by a 2/3 vote. Given the state's volatile finances, the existing protection have not been effective. SCA 7 would implement protections similar to Proposition 1A from 2004 that limited the ability of the Legislature divert property tax dollars to the Education Revenue Augmentation Fund (ERAF). SCA 7 would make the following changes:

- Limits the ability to suspend the transfer to no more than twice in any 10-year period.
- Requires that the funds not transferred be "repaid" with interest by the end of the third fiscal year following the year of the suspension.
- Prohibits suspension of the transfer in any year in which a prior suspension has not been fully "repaid".
- Requires Prop 42 funds that are currently owed to transportation accounts to be repaid over the next 10 years, with at least 1/10 of the debt being paid each year.
- Authorizes the Legislature to allow state or local governments to issue bonds secured by the Prop 42 debt payments that will be made over the next 10 years.

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